MICROFILM

START OF ROLL

ROLL NO.

170

Construction Contract

7991 Hess Cr.-Chehalem Creek 1974
(Newberg) Sec., Pac. Hwy. W.
(Grad., pav., sign. & tr. signals)#2

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: State of Oregon by and through its Department of Transportation, Highway Division

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.020

3. Location of proposed project:

   City or Town Newberg

   Nearest railroad station Newberg

   County Yamhill. The proposed project is in the NE 1/4 of the NW 1/4 of Section 19, Township 3 South, Range 2 West, Willamette Meridian.

4. This project involves a public highway (to be) known as _____ (name and/or number of street or highway)

   Pacific Highway West (99W)

5. This project involves the tracks of the Southern Pacific Transportation Co. (name of railroad)

   Newberg Branch (name of branch or main line) at railroad milepost 748.20.

6. Is it possible or practical to construct the street or highway above or below grade? no (yes/no)

   If no, why not? It is not economically feasible to construct a overcrossing at this time.

   (If yes, use application form SS-3/73)

7. List the proper parties of interest:

A. City of Newberg

B. Yamhill County

C. Southern Pacific Transportation Company

D. Oregon State Highway Division

E. _____

F. _____

8. What is (to be) the average daily traffic volume on the highway?

A. Upon completion of project 14,000 (1973) (number of vehicles)

B. Expected within five years after completion 17,000 (1978) (number of vehicles)

If this is to be a new crossing, explain how the estimate was made and the growth in traffic expected over the next five years.

---

9. Observed (or anticipated) average vehicle speed over the crossing 25-30 MPH

10. What is (to be) the average number of train movements over the crossing per day? Passenger -- ; Freight 4 ; Switch ------

11. What is the maximum allowable train speed over the crossing? _____

Typical train speed: Passenger -- ; Freight 25 ; Switch ---

Slowest normal train speed: 20

12. The proposed street or highway will approach the crossing on the descending (ascending or descending) grade of 1.03 % from the North (direction), and on ascending (ascending or descending) grade of 0.68 % from the South (direction).

13. Describe the general nature and intent of the project. First Street and Hancock Street will be a one way couplet through the City of Newberg. The couplet will come together just prior to the Railroad Crossing.

14. Is the construction contemplated necessary for the service, accommodation and convenience of the public? yes If yes, why? To provide a more safe highway for the traveling public.

15. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? yes

B. A point on the highway 400 feet from the intersection? yes

16. Will vision of signal devices (including crossbucks) to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? yes. If yes, please explain by what and at what points it is (to be) obstructed: Due to curvature of the highway.

17. List type(s) of protection to be installed:

A. Protection type Cantilevered flashing lights with drop arm gates and advance warning signals.

1. Who will perfrom the installation? Southern Pacific Transportation Co.

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? _____

Southern Pacific Transportation Company

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100%

B. Protection type _____

1. Who will perform the installation? _____

_____

2. Who will pay for said installation?

Name of Party	Percent of Cost

3. Who will perform the maintenance? _____

_____

4. Who will pay for said maintenance?

Name of Party	Percent of Cost

C. Protection type _____

1. Who will perform the installation? _____

_____

2. Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

3. Who will perform the maintenance? _____

_____

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

18. Who will construct the crossing?

A. Southern Pacific Transportation Company.

B. _____

19. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%
_____	_____
_____	_____

20. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof _____
Southern Pacific Transportation Company.

B. Remainder of crossing area Oregon State Highway Division

21. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof Southern Pacific Transportation Company

B. Remainder of crossing area Oregon State Highway Division

22. Other items of construction and cost distribution:

23. Are the maps and drawings required by OAR 43-045 attached to this application? yes (See attached sheet for details.)
Map No. 9B-11-9

24. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

P-748.10	West 3rd Street	2 cross bucks
P-748.50	Main & Sherman Streets	2 cross bucks, lights & advance warning.
P-748.50-C	Sherman Street	1 cross buck
P-748.60	Washington Street	2 cross bucks and advance warning.

25. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

The existing crossings are necessary for the traveling public.

Applicant prays ___ an order permitting construc___n in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 19th day of September, 1975.

J B Klabo
(Applicant)

David Lewis
(Attorney)

I, T. B. Klabo, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

J B Klabo

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 19th day of Sept., 1975.

Jack L Sullivan
(Notary Public for Oregon)

My Commission Expires: 12-28-76

7791

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 25, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Pavement Conditions
Hancock Street Section
Newberg Couplet

We are well along with the contract plans on the Newberg Couplet. The question of surfacing on Hancock Street keeps coming up for discussion. We have the following alternates:

1. Place a 2" overlay on Hancock Street at a cost of $12,000.

2. Place a 2" overlay and reconstruct eight intersections on Hancock Street at a cost of $55,000.

3. Reconstruct Hancock Street including the interchanges at a cost of $172,000.

Alternate No. 1 has been recommended to us for monetary and political reasons. The FHWA will go along with this proposal if we cannot afford either of the more desirable alternates.

Attached for your consideration is a report from Region 2 recommending Alternate No. 2 as the minimum surfacing treatment necessary to carry the projected traffic load on Hancock Street.

JHV:jh
cc: Don Harwell
Gerald Wimer

Alternate #1 approved
Harwell advises it is ok
with City.
APPROVED
for E. S. Hunter
Date 9/27/73

9-27-73
original to
Versteeg
cc Office Engr.

RECEIVED
SEP 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

ction Hess Cr - Chehalem Ck. Unit Haurat & (Full Depth Surfacing
ghway Scritic West County Yamhill Prefix 74-1426
ength ____ Designer Manes Draftsman ____ Date 9-21-73
gned ____ Title ____

Grading & Drainage	$ 11,938.00
Surfacing	$ 126,578.00
Extra Work	

Minor Adjustments of Utilities & Drainage	$ 5000.00

Total Extra Work	$ 5,000.00
TOTAL	$ 143,516.00
+ 20% Engineering and Contingencies	$ 28,703.00
Structures	

	$

T..tal Structures	$
Right of Way	$
Total Estimated Cost	$ 172,219.00

Sheet 2 of 3 Sheet

ction Hess Cr-Chisholm Ct. Unit

ighway Prof. No.- County Yamhill Prefix

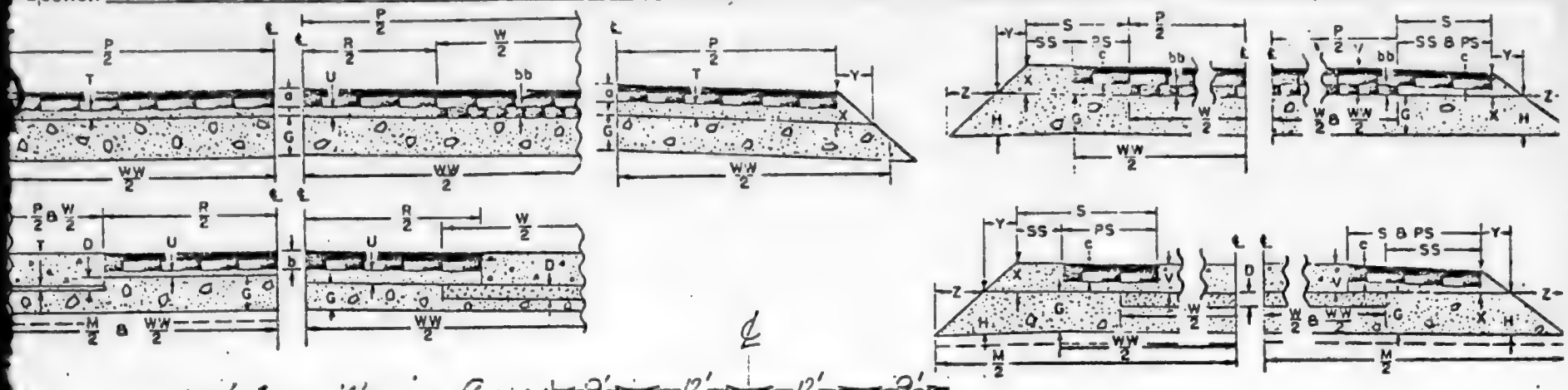
ength .52 Mi. Designer J Murray Draftsman Date

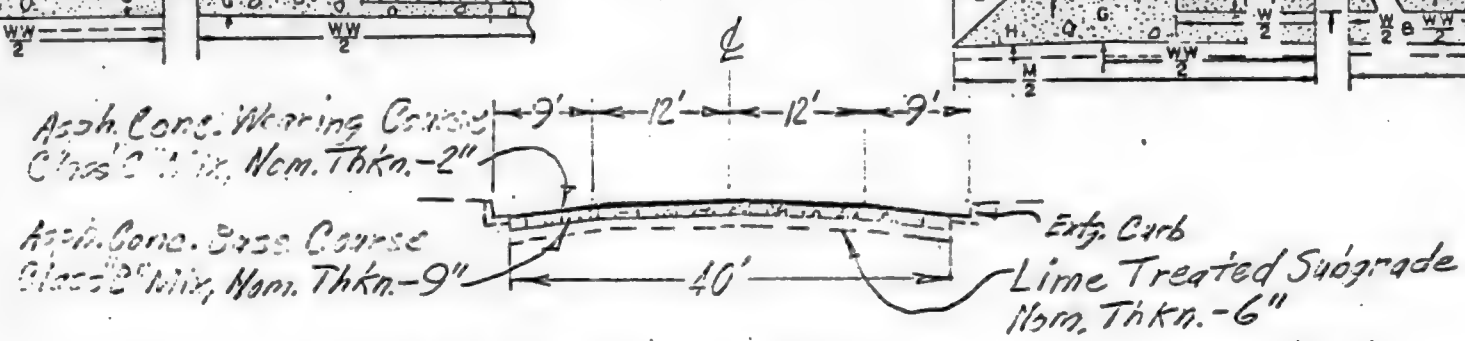
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
General Excavation	C.Y.	4341	434	4775	2.50	11,938.00
Lime Treated Subgrade	Sq.Yd.	13,027	1303	14,330	0.60	8,598.00
Lime	Ton	147	15	162	34.00	5,508.00
Class "B" C "C" Asph. Concrete	Ton	8008	802	8810	10.00	88,100.00
Asphalt in Mix	Ton	521	52	573	35.00	20,055
Type "A" Curb	C.Y.	41	4	45	60.00	2,700.00
[illegible] in Mix	C.Y.	210	21	231	7.00	1,617.00
Misc. Adj. of Utilities & Drainage	All	5000	—	5000	—	5,000.00

Date

Section Hess Ct. – Chehalem Pl. (Hancock St.) Highway Pacific Hwy County Yamhill





STA. "L" 47+60 TO STA. "L" 20+29 (Hancock St.)

Full Depth Surfacing

(Use above space for sketch of Typical Section used and/or calculations)

Length of Section (L) 2731 Feet Specific Gravity 2.75

LIME TREATED SUBGRADE

$\frac{(M)\ 40}{9} \times (L)\ 2731 + 203^{*}$ = (d) 13,027 Sq.Y

* Extra for intersections

(Depth in inches) Lime $\frac{6}{6}$ x .01125 x (d) _____ = 147 Ton

AGGREGATE BASE

$\left[\left(\frac{(G)+(H)}{2} \times (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)\right] \div 27 + \left[\left(\frac{(G)+(H)}{2} \times (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)\right] \div 27 \left(\ (L)\ \right) =$ _____

$\left(\frac{(WW)}{2} \times (G) \times (L) \div 27\right)$ or $\left[\left(\frac{(WW)}{2} \times (G)\right) - \left((D) \times \frac{(W)}{2}\right) \times (L) \div 27\right] =$ _____

} _____ { (1.30) = _____ Cu.Y
(*) = _____ Ton

TOP COURSE BASE and SHOULDERS

Top Course $\left[\left((R) \times (U)\right) + \left((P) \times (T)\right) \div 27\right] \left(\ (L)\ \right) =$ _____

Shoulders $\left[\left(\frac{(V)}{2} \times (X) \times (S)\right) + \left(\frac{(X)}{2} \times (Y) \times (PS)\right) - \left((C) \times (C)\right) \div 27\right] (2) \left(\ (L)\ \right) =$ _____

} _____ { (1.30) = _____ Cu.Y
(*) = _____ Ton

WATERING

Crushed Material _____ Cu. Yd. x .025 = _____
Earthwork _____ Cu. Yd. x _____ ** = _____
} _____ M-Ga

**Furnished by Construction Department

CEMENT TREATED BASE

$\left(\frac{(W) \times (D) \times (L)}{27}\right) \left(\ \right)^{*} =$ (e) _____ Ton

Cement in C.T.B .055 x (e) _____ = _____ Ton

PLANT-MIX BITUMINOUS BASE

(W) _____ x (L) _____ x (bb) _____ x (Tons / Sq Ft / 1" Thick)* _____ = (f) _____ Tons

Asphalt in Bituminous Base Mixture .055 x (f) _____ = _____ Ton

ASPHALT CONCRETE PAVEMENT

	(P)	(L)	(d)	(Tons/Sq Ft/1" Thick)*	
Roadway	40	2731	11 (b or c)	.00521	= 7462
Shoulders & Median	(R)+(PS)	(L)	(b or c)		= 540

*Extra for intersections

(g) 8002 Tons

Asphalt Cement in Mixture .065 x (g) 8002 = 521 Ton

*Use either with top factor

NOTE: Use only that portion of this sheet which is applicable

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

ction Hwy 80 - Choctaw Co. (Weir Jct.) Unit Hwy 80 - (Jct. Overpass - Jct. Hwy 12)
ghway Hwy 80 County Yazoo Prefix 76-1626
ngth _____ Designer Mann Draftsman _____ Date 9-21-72
gned _____ Title _____

Grading & Drainage		$ 3,150.00
Surfacing		$ 42,209.00
Extra Work		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$ _____
TOTAL		$ 45,359.00
+ 20% Engineering and Contingencies		$ 9,072.00
Structures		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$ _____
Right of Way		$ _____
Total Estimated Cost		$ 54,431.00

QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

ction _____ Unit _____

ghway _____ County _____ Prefix _____

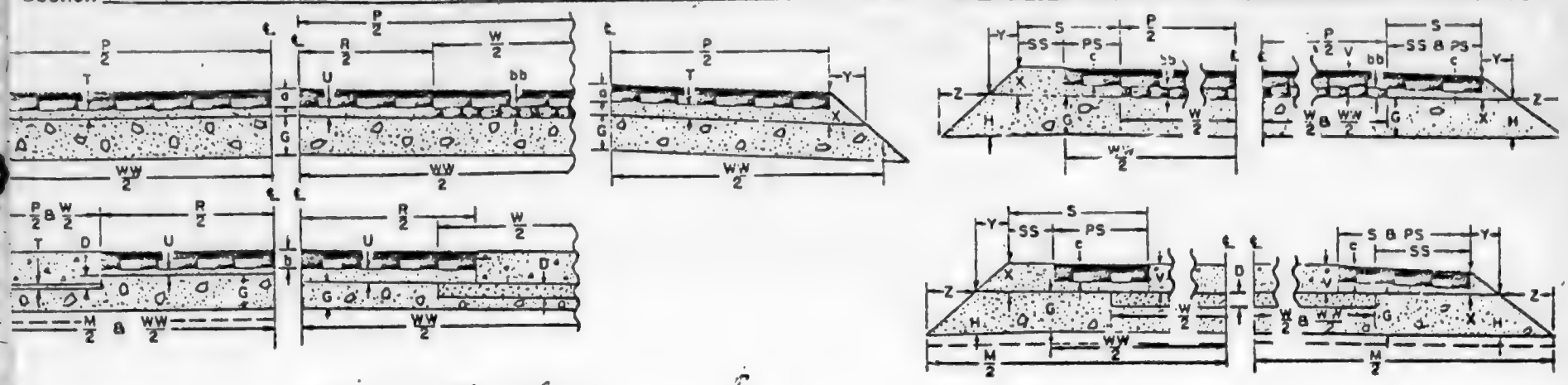
ength _____ Designer _____ Draftsman _____ Date 7-21-72

Grading and Surfacing Items

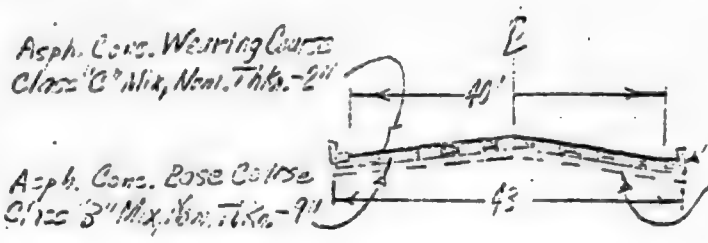
Item	Unit	Net	10% Allow	Gross	Price	Amount
General Excavation	C.Y.	1147	113	1260	2.50	3150.00
Lime Treated Subgrade	Sq.Yd.	3440	344	3784	0.60	2270.00
Lime	Ton	39	4	43	34.00	1462.00
Base Course "C" Asph. Conc.	Ton	2513	252	2765	10.00	27,650
Asphalt in Mix	Ton	169	17	186	35.00	6,510.00
Type "A" Curb	C.Y.	41	4	45	60.00	2,700.00
Concrete in Walks	Sq.Yd.	210	21	231	7.00	1,617.00

Date _____

Section Construction on the (Lower Cut) Highway Pacific Hy. County Yamhill



Reconstruction of Walks @ Intersections
30 Sq. Yds. ea.
= 7 x 30 = 210'



Also 100' of Type "A" Curb Ea.
= 7 x 100 = 700'

8 intersections to be Regraded & Oiled
using Typical Width & 90' for Length Each = 8 x 90 = 720
Also 1" Overlay between Intersections

.0585
=41 C.Y.

(L)
Length of Section 720 Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.75

LIME TREATED SUBGRADE (M) 43 x (L) 720 / 9 (d) 3440 Sq.Yd

(Depth in inches)
Lime 6/6 x .0125 x (d) 3440 = 39 Tons

AGGREGATE BASE

$$\left[\left(\frac{(G)}{2}\times\frac{(H)}{27}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times\frac{(Z)}{27}\right)\right]+\left[\left(\frac{(G)}{2}\times\frac{(H)}{27}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times\frac{(Z)}{27}\right)\right]\left(\frac{(L)}{\ }\right)=$$

$$\left(\frac{(WW)}{2}\times\frac{(G)}{27}\times(L)\right) \text{ or } \left[\left(\frac{(WW)}{2}\times\frac{(G)}{27}\right)-\left(\frac{(D)}{2}\times\frac{(W)}{27}\right)\times(L)\right]=$$

} ____ { (1.30) = ____ Cu.Yd
(*) = ____ Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\left(\frac{(R)}{2}\times\frac{(U)}{27}\right)+\left(\frac{(P)}{2}\times\frac{(T)}{27}\right)\right]\left(\frac{(L)}{\ }\right)=$

Shoulders $\left[\left(\frac{(V)}{2}\times\frac{(X)}{27}\times(S)\right)+\left(\frac{(X)}{2}\times\frac{(Y)}{27}\times(PS)\right)-\left(\frac{(C)}{\ }\right)\right](2)\left(\frac{(L)}{\ }\right)=$

} ____ { (1.30) = ____ Cu.Yd
(*) = ____ Tons

WATERING

Crushed Material ____ Cu. Yd. x .025 = ____
Earthwork ____ Cu. Yd. x ____ ** = ____
} ____ M-Gal

** Furnished by Construction Department

CEMENT TREATED BASE $\left(\frac{(W)}{2}\times\frac{(D)}{27}\times(L)\right)\left(\frac{(e)}{\ }\right)^{*}=$ ____ Tons

Cement in C.T.B .055 x (e) ____ = ____ Tons

Asphalt in Seal ____ (W) x ____ (L) x .00009 ____ Tons

PLANT-MIX BITUMINOUS BASE (W) ____ x (L) ____ x (bb) ____ x (Tons/Sq Ft 1" Thick)* ____ = (f) ____ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ____ = ____ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P)/(R)+(PS) ____ x (L) ____ x (a) ____ x (Tons/Sq Ft 1" Thick)* ____ = 1967
Shoulders & Median ____ x (L) ____ x (b or c) ____ x ____ = 546
} ____ (g) 1967 + 546 = 2513 Tons

Asphalt Cement in Mixture .065 x (g) 1967 + 546 = 128 (131) Tons

* Use only that portion of this sheet which is applicable

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

ection Hess Cr – Chehalem Cr. Unit Hancock St (1 Quarter)
ighway Pacific W. County Yamhill Prefix 2R-126
ength _____ Designer Hawes Draftsman _____ Date 9-21-72
gned _____ Title _____

Grading & Drainage	$
Surfacing	$ 9620.00
Extra Work	

_____	$ _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Total Extra Work	$
TOTAL	$ 9,620.00
+ 20% Engineering and Contingencies	$ 1,924.00
Structures	

_____	$ _____
_____	_____
_____	_____
_____	_____

Total Structures	$
Right of Way	$
Total Estimated Cost	$ 11,544.00

Sheet 2 of 3 She

Section Hess Cr. - Chehalem Cr. Unit

Highway County Prefix

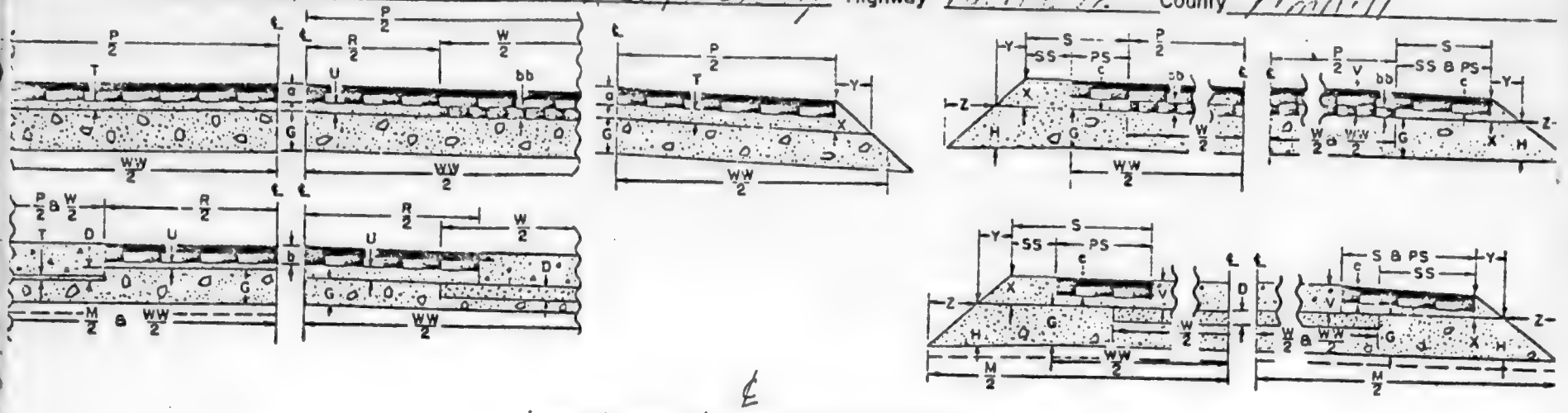
Length Designer Draftsman Date 9-21-73

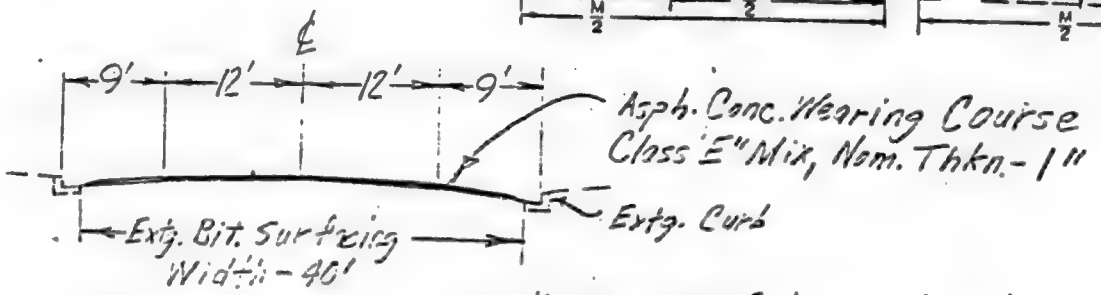
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Class "E" Asph. Concrete	Ton	678	68	746	10.00	7,460.0
Asph. in Mix	Ton	51	5	56	35.00	1,960.0
RS-1 in Tack Coat	Ton	2	—	2	100.00	200.0

By [illegible] Date [illegible] HIGHWAY DEPARTMENT Checked By _____ Date _____

Section Hwy. 11 - Shoreline Dr. (Hancock St.) 2" Overlay Highway Pacific Hwy. County Yamhill





STA. "L" 47+60 TO STA. "L" 20+29 (Hancock St.)
2" Overlay

Length of Section 2731 Feet (L)

(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.75

LIME TREATED SUBGRADE (M) / 9 X (L) (Depth in inches) = _____ Sq.Y (d)

Lime 6/6 X .01125 X (d) _____ = _____ Ton

AGGREGATE BASE

$$\left[\left(\frac{(G)}{2}+\frac{(H)}{2}\right)\times\frac{(SS+Y)}{27}\right]+\left[\left(\frac{(H)}{2}\times\frac{(Z)}{27}\right)\right]\times(L)=\_\_\_\_$$

$$\left(\frac{(WW)}{2}\times\frac{(G)}{27}\times(L)\right) \text{ or } \left[\left(\frac{(WW)}{2}\times\frac{(G)}{27}\right)-\left(\frac{(D)}{2}\times\frac{(W)}{27}\right)\times(L)\right]=\_\_\_\_$$

(1.30) = _____ Cu.Y

(*) = _____ Ton

TOP COURSE BASE and SHOULDERS

Top Course $\left[\left(\frac{(R)}{2}\times\frac{(U)}{27}\right)+\left(\frac{(P)}{2}\times\frac{(T)}{27}\right)\right]\times(L)=\_\_\_\_$

Shoulders $\left[\left(\frac{(V)}{2}\times\frac{(X)}{27}\right)+\left(\frac{(S)}{2}\times\frac{(X)}{27}\right)-\left(\frac{(Y)}{2}\times\frac{(PS)}{27}\times(C)\right)\right](2)\times(L)=\_\_\_\_$

(1.30) = _____ Cu.Y

(*) = _____ Ton

WATERING

Crushed Material _____ Cu. Yd. x .025 = _____

Earthwork _____ Cu. Yd. x _____ ** = _____

** Furnished by Construction Department

_____ M-Gal

CEMENT TREATED BASE $\left(\frac{(W)}{27}\times\frac{(D)}{27}\times(L)\right)\times(\ )^{*}=\_\_\_\_$ (e) Ton

Cement in C.T.B .055 X (e) _____ = _____ Ton

PLANT-MIX BITUMINOUS BASE (W) X (L) X (bb) X (Tons/Sq.Ft. per 1" Thick)* = _____ (f) Tons

Asphalt in Bituminous Base Mixture .055 X (f) _____ = _____ Ton

ASPHALT CONCRETE PAVEMENT

Roadway $\frac{(P)}{(R)+(PS)}$ 40 X (L) 2731 X (a) 1 (b or c) X (Tons/Sq.Ft. per 1" Thick)* .0625 = 672

Shoulders & Median _____ X _____ X _____ X _____ = _____

(g) 672 Tons

Asphalt Cement in Mixture .055 X (g) 672 = 37 Ton

NOTE: Use only that portion of this sheet which is applicable

7791

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 20, 1973

Salem, Oregon

To: Jack Sollis
Assistant Attorney General
and Counsel

BUILDING

SUBJECT: Spaulding Railroad
Hess Creek-Chehalem Creek
(Newberg) Section
Pacific Highway West
Yamhill County

NOTED
E. S. HUNTER

Attached is a copy of City of Newberg Ordinance Number 1651 granting Spaulding Pulp and Paper Company the right to operate, maintain and use a railroad and railway on and over Blaine Street in the City of Newberg.

Under the one way couplet system proposed on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway, the crossing of the Spaulding Railroad at First Street and Hancock Street will create a new problem at these existing grade crossings. Upon discussing this with the Public Utility Commissioner's office they have advised me that they will insist upon these two crossings being protected with flashing lights and drop arm gates.

It now becomes the problem to ascertain who is going to participate in the cost of these grade crossing protection devices. I would appreciate it if you would review the enclosed ordiannce along with the existing state law to determine what obligation Spaulding Pulp and Paper has in paying for the cost of furnishing and installing these two crossings and submit them to your office for further submission to the Public Utility Commissioner's office.

J.E. Chidsey
Railroad & Utility Engineer

JEC:db
Enc.

cc: E. S. Hunter
J. H. Versteeg
Vic Wolfe
J. B. Boyd
Don Harwell
C. O. Frederickson
Loren Weber

RECEIVED
SEP 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6[illegible]-734

7991

cc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
Rod Henry
C. O. Frederickson
J. W. Valentine

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 30, 1973

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

NOTED
E. S. HUNTER

ATTENTION: Mr. A. W. Kilborn

Gentlemen:

Revised Description
Chehalem Creek (Newberg) Section
Pacific West Highway
Yamhill County
SPTC File: 911829/323-3
R/W File: 40226

Enclosed are four copies of the revised descriptions covering the right of way to be acquired in connection with the Chehalem Creek (Newberg) Section of the Pacific West Highway in Yamhill County.

Parcel 1 has been revised to include all of Lot 1 and that portion of the vacated alley inuring to said Lot 1 as now owned by the Southern Pacific Transportation Company. The acquisition of Lot 1 is being handled by Mr. Rod Henry, our Regional Right of Way Supervisor. As soon as an appraisal of the total Lot 1 is made, Mr. Henry will contact you to conclude negotiations for the purchase by the State of this total Lot. Parcels 2 and 3 will be handled in our usual manner with an easement indenture from you to the State of Oregon covering the establishment of highway rights on these two parcels.

If there is any further information you require regarding this please contact me.

RECEIVED
AUG 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db
Enc.
cc: Southern Pacific Transportation Co.
San Francisco, CA

7991

S-2660

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

August 24, 1973

911829/323-3
0-0-73-17

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Acknowledge your letter of August 17, relative to encroachment map, Hess Creek-Chehalem Creek (Newberg) Section, Pacific Highway West.

The final location of signal protection has not been determined as yet. However, our Signal Department is studying the situation and it appears that the proper way to signalize this crossing should be to install a PUC Standard No. 2 flashing light signal in the island area. As stated in your letter, we understand that this is only a painted island area and in order to properly protect the signal, the portion on the westerly side of our track should have a raised median. This would supplement the automatic gates that would be installed on the northerly side of the highway on the approach to the railroad tracks.

As soon as a definite location can be determined, we will make our recommendations to our management, for final approval.

Yours truly,

Chas. T. Babers

cc: Mr. H. M. Williamson
San Francisco
YC: E. S. Hunter.
J. H. Versteeg
C. O. Fredendall
J. W. Valentine

RECEIVED
AUG 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

RECEIVED
AUG 27 1973
[illegible]

7991

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 17, 1973

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

NOTED
E. S. HUNTER

RECEIVED
AUG 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ATTENTION: Mr. A. W. Kilborn

Dear Sir:

Encroachment Map
Hess Creek-Chehalem Creek(Newberg) Sect.
Pacific Highway West
Yamhill County

Enclosed for your review and information are four copies of the revised encroachment map on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Newberg, Yamhill County. This revised map shows the property that the Highway wishes to purchase from the Southern Pacific Transportation Company as being all of the lot adjacent to your right of way at the Pacific Highway West grade crossing. As we discussed on my last visit, we feel that it is more economical for us to take the whole parcel than to leave the small remainder to you of which would be of no value.

In our previous discussions, you expressed a desire to put a flashing red train signal light in the island that appears on the map. I have been advised by our Design Section that this is not a raised island, but is simply a painted traffic marker, so it would be suitable for the positioning of a flashing red light indicating occupation of the grade crossing by a train. I have discussed the possibility of installing advance flashing warning lights for the southbound traffic on Pacific Highway with our Design Section, they agree that due to the proposed alignment that this would be advisable and feel that two advance flashing lights on either side of the southbound lanes are called for.

After you have had a chance to review this map, I would like to meet with you to discuss the placement of the flashing lights and short arm gates which will be reinstalled during construction of this project. If there is any further information that you would require prior to this meeting, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:db
Attachment
cc: Southern Pacific Transportation Company
San Francisco, CA

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
L. W. Rulien
R. H. Rumbells

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 7, 1973
Salem, OR 97310

To: FILES

SUBJECT: Hess Creek-Chahalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County

On the afternoon of Friday, August 3, 1973, I met with Mr. Ernie Kendrew and Dick Johnson of the Southern Pacific Transportation Company in their offices in Portland. We discussed the proposed design of the Hess Creek-Chahalem Creek (Newberg) Section of the Pacific Highway West where it crosses the Southern Pacific tracks at the westerly end of Newberg. For discussion purposes, we were utilizing a copy of the encroachment map, which I obtained from the Design Section earlier in the day. This encroachment map did not reflect the proposed alignment changes on the couplet from Hancock to First Street.

Mr. Kendrew is concerned with where the flashing lights and gates will be placed to protect the railroad upon completion of the construction of the couplet. With the proposed curvature connecting Hancock Street back into First Street, which will carry the southbound traffic, Mr. Kendrew is afraid that the traffic in the left lane will not be able to adequately see the flashing light warning of the railroad being occupied. The encroachment map indicates an island at the confluence of the northbound and southbound lanes. Mr. Kendrew was hopeful that this would be a raised island so that a flashing light could be installed in this for the left lane of the southbound traffic. He is concerned that the left lane of the southbound traffic could be blocked from view of the flashing light on the shoulder and not have adequate warning time to stop when the gate is in the down position. In addition, Mr. Kendrew feels that advance flashing yellow lights warning of the crossing being occupied should be installed both in the north and the southbound lanes.

Further, we discussed the acquisition of rights of way from the Southern Pacific Transportation Company. In particular, Parcels 1 and 2 as indicated on the encroachment map. Mr. Kendrew's opinion that the State should buy this complete lot and not leave the railroad with a small triangular portion, as is now proposed on the encroachment map. He further stated that it is his opinion that by the time the State pays damages on the lot that it would probably be cheaper for us to buy the complete lot, rather than leaving them with the small residue. Southern Pacific Transportation Company will have no use for the remaining triangular lot that will exist, and they have in the past tried to sell the complete lot to the adjacent auto dealer and the auto dealer is not interested. So, they feel that the auto dealer will not be interested in the small triangular portion either.

NOTED
E. S. HUNTER

RECEIVED
AUG 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Southern Pacific Transportation Company will continue their review of the encroachment map that I provided to them to ascertain if they have any other objections or comments to our proposed plan. I did indicate to them our thinking on the revision on the alignment so they are aware that this is forthcoming, and they are aware that the encroachment map I gave them is subject to change.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: E. S. Hunter
J. H. Versteeg
C. O. Frederickson
Con Harwell
Ken Wolfe
Rick Kuehn
Loren Weber

7991

FORM E-30 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1973

To:
Mr. J.H. Versteeg
Road Design Engineer

SUBJECT: Sidewalk Facilities
Hess Cr-Chehalem Cr (Newberg) Section
Pacific Highway West
Yamhill County

In conformance with the bicycle/footpath legislation, sidewalks should be included along the new street connections from Hancock Street to First Street that will form the one-way couplet system.

Right of way will permit construction of 6-foot-wide sidewalks along the westerly side of both the east connection and the River Street connection on the west end of the project. A sidewalk should also be provided along the northerly side of First Avenue at the railroad crossing. These additional walks are shown on the attached sketch map. Bicycle ramps should be included in all new construction and the additional new walks charged to the bicycle program.

County-City Section will discuss these additional walks with the City of Newberg for their concurrence and possible use of their bikeway funds on this project.

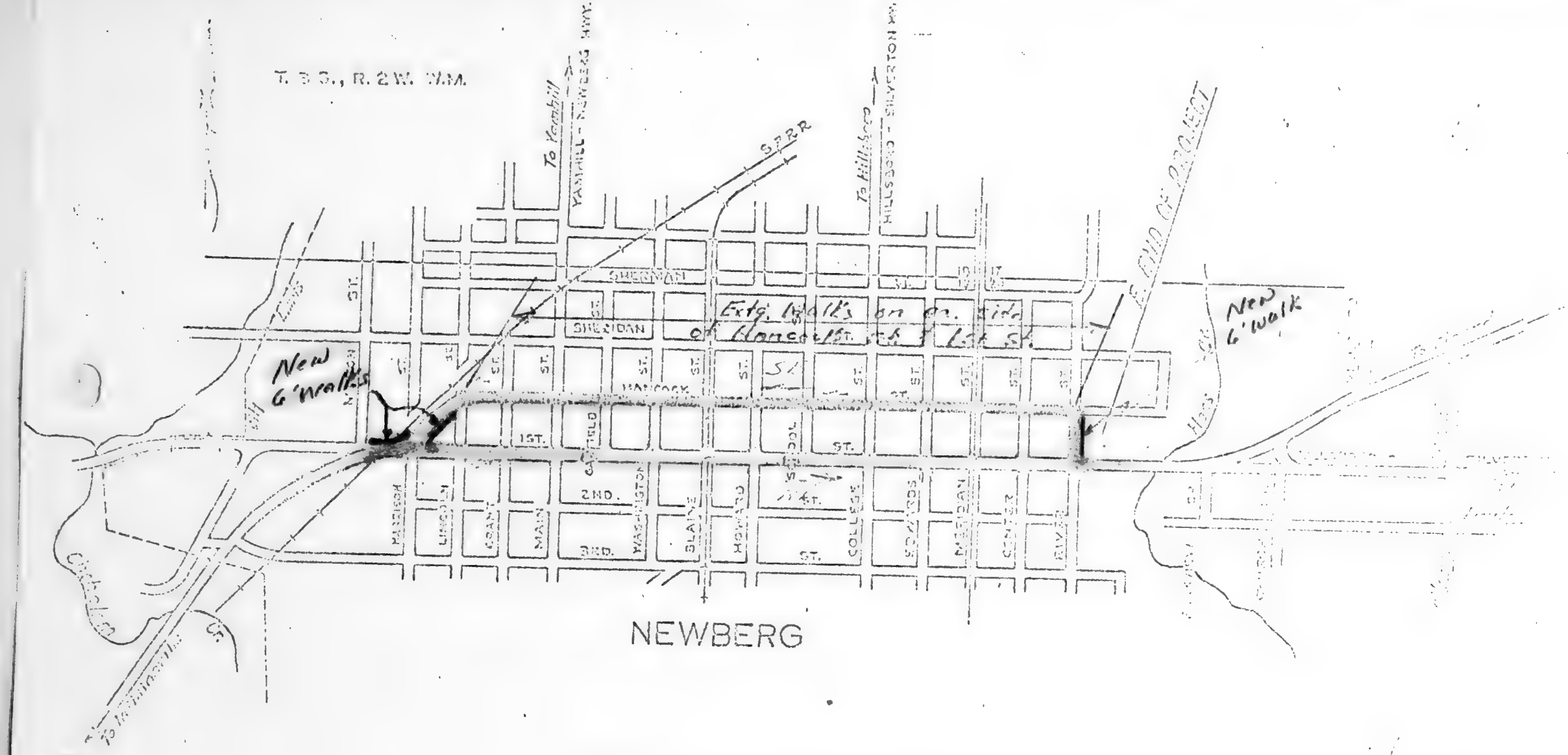
Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter
Mainor Holmes
C.O. Fredrickson
C.G. Swenson
R.D. Hector

RECEIVED
JUL 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



NEWBERG

OREGON STATE HIGHWAY DIVISION

EXHIBIT A

HESS CR. - CHEHALEM CR. (NEWBERG)

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

7991

5

FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 25, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Verbeeg, Road Design Engineer

SUBJECT Access Control
Rose Cr.-Chehalem Sc. (Newberg)
Pacific Highway West
Yamhill County

As requested by your letter of May 11, 1973, we have examined the subject project in regard to control of access.

The State-City Agreement, approved by the State Highway Commission April 4, 1972, gives the City of Newberg full jurisdiction and control of the right-of-way outside the curb line and the State's location prospectus for the project indicated no control of access.

Our recommendation is for no access control.

C-30-73
Cert Copies returned
to Dist
5-30-73

C. Serv.
5-30-73

7991

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. G. M. Baldwin, Administrator of Highways
State of Oregon
Salem, Oregon

DATE: March 20, 1973

In reply refer to:
10-35/EC

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: FHWA-OR-EIS-71-15F
Hess Creek-Chehalem Creek Section
Oregon Project F-73(-)

Final environmental statement was accepted by the Office of the Secretary of Transportation, and CEQ furnished copies, on March 7, 1973.

Attached is a signed copy of the Title Sheet of the final EIS.

Please make copies of this final statement available as required by PPM 90-1.

The project can be advanced in the normal manner on April 9, 1973.

Enclosure

Original for file
Copies for yours
3-23-73

RECEIVED
STATE HWY ENGR
MAR 21 '73
REFER TO
FOR
Info | Ltr | Rpt | D/R | Sten | Act | File

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

FHWA-OR-EIS-71-15-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

HESS CREEK-CHEHALEM CREEK SECTION
PACIFIC HIGHWAY WEST, YAMHILL COUNTY, OREGON

A proposal to separate the northbound and southbound traffic flow through the city center of Newberg using mainly existing surface streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

October 9 1972
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

JAN 30 1973
Date

L. E. Lybecker
FHWA Regional Administrator

1991

FORM FHWA-1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: February 1, 1973

In reply refer to: 10-35-EC

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: FHWA-OR-EIS-71-15-F
Oregon Project F-73(-)
Hess Creek-Chehalam Creek Section
Final Environmental Statement

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR

Enclosed is a copy of the Title Sheet for the subject project. The statement has been signed by the Regional Administrator but is still subject to approval by TEU in our Washington office. An "official" signed copy of the Title Sheet will be sent to you upon receipt of the Washington office approval.

Please note that this project will require separate approval action for exceptions to the noise standards in accordance with PPM 90-2.

Enclosure

NOTED
R. L. SCHROEDER

Oregon to Byard
2-6-73

RECEIVED
FEB 6 1973
Office of
Assistant State Highway Engineer

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

NOT OFFICIAL - SUBJECT TO APPROVAL
BY U. S. DEPARTMENT OF TRANSPORTATION

FHWA-OR-EIS-71-15-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

HESS CREEK-CHEHALEM CREEK SECTION
PACIFIC HIGHWAY WEST, YAMHILL COUNTY, OREGON

A proposal to separate the northbound and southbound traffic flow through the city center of Newberg using mainly existing surface streets.

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SECTION 102(2)(C)
PUBLIC LAW 91-190

Dec 18 1972
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

JAN 30 1973
Date

L. E. Lybecker
FHWA Regional Administrator

36-24

FORM E-20 (REV. 10-67)

7991

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1973

SUBJECT: One-way Couplet, Newberg

To: MEMO TO THE FILE

The problems at the south end of the couplet in Newberg were discussed with Mr. E. S. Hunter on January 8, 1973. The reason for the discussion was our request for an increased survey authorization because of the difficulties envisioned by ourselves in the design of the south end of the couplet. We, in our investigation, believe that the truck stopping lane southbound is going to be difficult for a stopped school bus or a stopped gas truck to view the track. Also, it is my belief that the four-laning of that portion of the highway south of the railroad crossing will have to be built in the near future. I believe that this project in reconstruction of the crossing, should include four lanes terminating on the south side of it.

Mr. Ken Wolfe, after my discussions with Mr. Hunter, was requested to: (1) Provide a four lane crossing, (2) Provide stopping lanes for trucks and buses, both north and south of the railroad crossing, and (3) Have the project ready for submittal within two weeks.

J. B. Boyd
REGIONAL ENGINEER

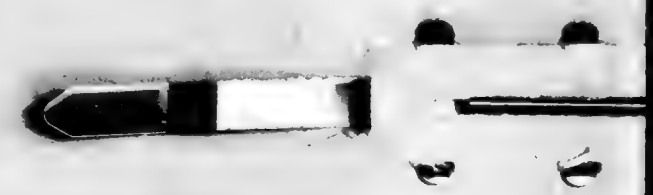
JBB/jc

cc: E. S. Hunter ✓
Frank Hall
Ken Wolfe
Si Cox

RECEIVED
JAN 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7991 Ross Cr.-Chehalem Creek 1974
(Newberg) Sec., Pac. Hwy. W.
(Grad., pav., sign. & tr. signals) #1

CVA 4455 4-10-72



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FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 11 '72
REFER TO
FOR
Info

RECEIVED
STATE HWY ENGR
DEC 18 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE December 8, 1972

TO F. B. Klaboe, Deputy State Highway Engineer
R. L. Schroeder, Assistant State Highway Engineer

FROM Don Byard, Environmental Director

SUBJECT Final Environmental Statement
Hess Creek-Chehalem Creek Section
Pacific Highway West
Yamhill County, Oregon

The subject environmental statement has been reviewed by the Environmental Study Committee.

The Committee has appraised the social, economic and ecological considerations included and has found that the attached study adequately covers these phases of the project. If you agree as to the adequacy of these statements, please obtain Mr. Baldwin's signature and return for distribution.

GW:bb

Attachment

cc: F. L. Hall
R. E. Royer
V. D. Wolfe
B. L. Gifford
G. A. Potter

Signed Title sheet
and Statement
sent to Byard
12-20-72

NOTED
R.L. SCHROEDER

RECEIVED
DEC 19 1972
Office of
Assistant State Highway Engineer

FHWA-OR-EIS-71-15-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

HESS CREEK-CHEHALEM CREEK SECTION
PACIFIC HIGHWAY WEST, YAMHILL COUNTY, OREGON

A proposal to separate the northbound and southbound traffic flow through the city center of Newberg using mainly existing surface streets.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

December 9 1972
Date

Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

Date

L. E. Lybecker
FHWA Regional Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

HESS CREEK-CHEHALEM CREEK
NEWBERG
PACIFIC HIGHWAY WEST
YAMHILL COUNTY

1. The project is advanced by administrative action of the Oregon State Highway Division in cooperation with the Federal Highway Administration and the City of Newberg.

2. The proposed development is a one-way couplet system through the City of Newberg to relieve an existing congested transportation corridor.

3. Environmental impacts:

   a. Greater traffic mobility in the Newberg central business district.

   b. A short period of retail sales decline and readjustment of a one-way traffic pattern on the affected streets.

   c. A reduction of automobile, truck and pedestrian conflicts.

d. Changes in present noise levels with increases in some locations and possible decreases in others.

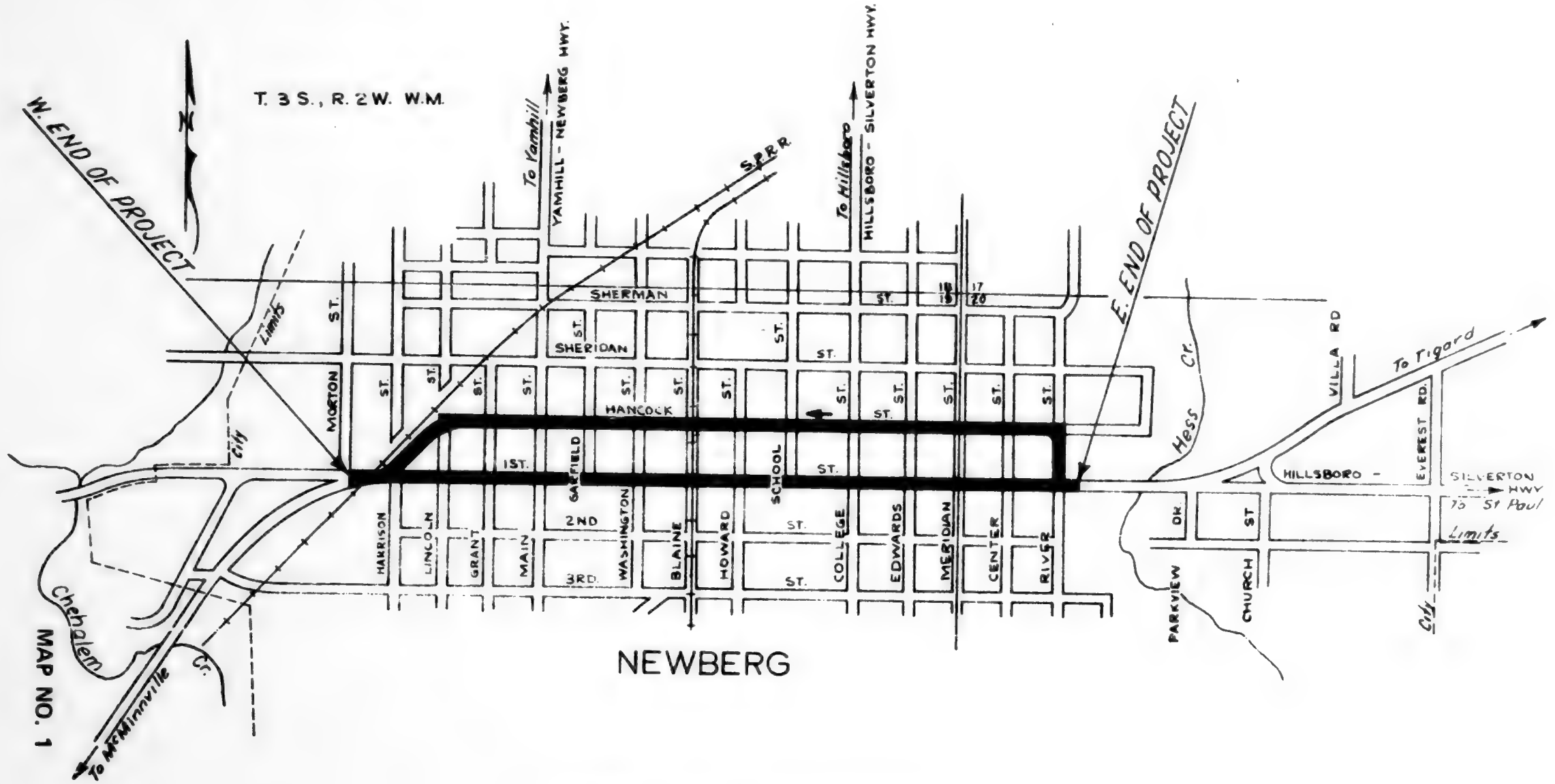
4. Alternates considered: (1) one-way couplet utilizing First and Hancock Streets with two subalternates each for east and west access to Hancock Street, (2) the modification of First Street by removing parking with provision for four lanes with left-turn lanes, (3) one-way couplet utilizing First and Second Streets as couplet elements, and (4) an alternate of "no action" taken.

5. a. Agencies receiving copies of draft statement:

Oregon Environmental Council
State of Oregon, Federal Aid Coordination Unit (8)
Mid-Willamette Valley Council of Governments
United States Department of Agriculture
United States Department of Housing
United States Department of Interior
Federal Aviation Administration
Bureau of Sports Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation
National Oceanic and Atmospheric Administration

b. Agencies commenting on the draft statement (copies attached):

City of Newberg
Corps of Engineers
State of Oregon, Clearinghouse Review
Bureau of Outdoor Recreation
National Park Service
Mid-Willamette Valley Council of Governments



NEWBERG

OREGON STATE HIGHWAY DIVISION

Sketch Map

HESS CR. - CHEHALEM CR. (NEWBERG)

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

6. Date draft statement was made available to CEQ and the public: October 27, 1971.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

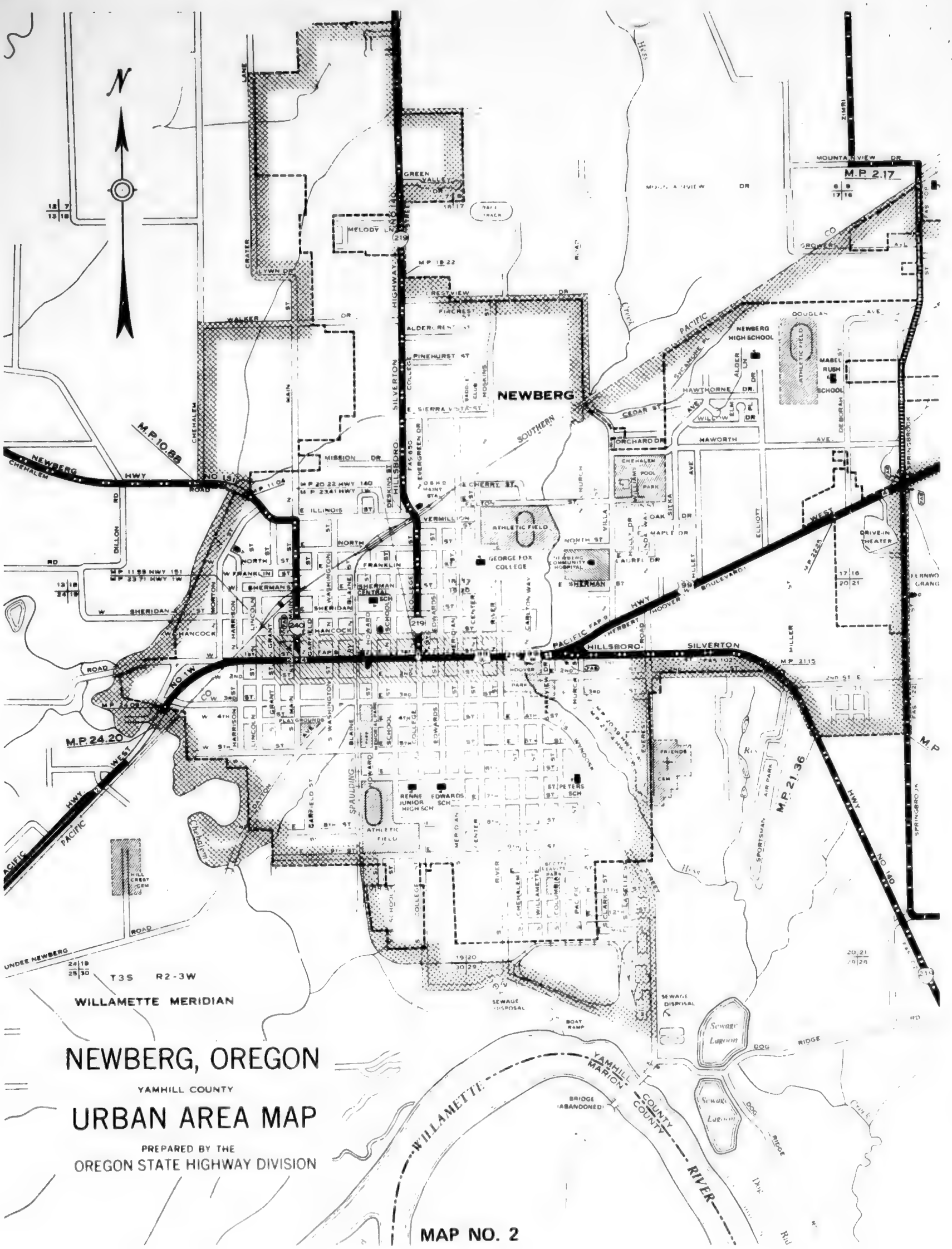
Prepared by
OREGON STATE HIGHWAY DIVISION
Planning Section

HESS CREEK-CHEHALEM CREEK
NEWBERG
PACIFIC HIGHWAY WEST
YAMHILL COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

The project proposal consists of a couplet system constructed through the City of Newberg from River Street to the Southern Pacific Transportation Company railroad tracks. First and Hancock Streets would be utilized as couplet elements with First Street one-way east and Hancock Street one-way west. First Street will be striped for two lanes (40 ft. existing width) from Harrison to Main Street with three lanes (56 ft. existing width) from Main to River Street. The First Street traffic signals now at Main, College and River Streets will be adjusted for one-way traffic.

Westbound traffic will be rerouted from the present Pacific Highway West (99W) to Hancock Street via River Street and back to the present Pacific Highway West (First Street) via a new street section to be constructed south of and adjacent to the Southern Pacific Railroad from Lincoln Street tc First Street (Hwy. 99W). Two lanes of westbound traffic are planned for Hancock from River to First Street (Hwy. 99W). River Street from existing Pacific Highway West to Hancock Street and Hancock from Main to Lincoln Street would be reconstructed to a 44-foot curbed section. The present 42-foot street width between North River



NEWBERG, OREGON

YAMHILL COUNTY

URBAN AREA MAP

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION

MAP NO. 2

and North Main Streets would be retained. The westbound reconnection from Lincoln Street to existing Pacific Highway West would be new construction, 44 feet wide and curbed. Parking is anticipated for both sides of Hancock Street.

Hancock Street would have new traffic signals installed at College and Main Streets. Railroad signals existing at the Southern Pacific railroad at-grade crossing would be modified for the new roadway width and gates included. New railroad-type signals would be installed where the Spaulding spur line on Blaine Street crosses both First and Hancock Streets. The unreconstructed portion of Hancock Street would be overlaid with new asphalt pavement.

Traffic congestion on First Street during rush hour and on weekends has greatly exceeded design capacity with an average daily traffic (A.D.T.) exceeding 15,000 vehicles at the intersection with College Street. The problem is compounded by heavy log and chip truck traffic servicing Publishers Paper Company via College and River Streets. This traffic utilizes the Pacific Highway West (99W) for transporting forest products to and from the paper company and various points in Yamhill, Washington and Tillamook Counties.

EXISTING ENVIRONMENTAL SETTING

The City of Newberg is rapidly becoming an urban community in addition to its already established function as a service center for agricultural activities centered on the production of filberts, prunes, walnuts and berries. Subdivisions of single family dwellings and several new apartment buildings in Newberg are indications of growth beyond that needed by an agricultural service center. New people are moving into the area, new businesses are opening

and there are signs of increased prosperity. Real estate brokers indicate that many persons who are seeking homes in the Newberg area are willing to commute to jobs in the Portland Metropolitan region, a distance of 20 miles.

As it exists today, Newberg could be described as a "bedroom community" or perhaps as a typical American small college town. Most residential streets are quiet, tree-lined corridors with some newer ranch-style homes located in and among the many well-preserved older homes. Private ownership is the dominant trend in the small downtown business area with the small restaurant and family drive-ins still surviving the more recent chain establishments of the larger cities. Most commercial and industrial buildings are single story. A few two-story buildings house small businesses at the street level with residences on the second level. The City has four principal parks all located south of First Street with school grounds providing the balance of recreational open space. The proximity of the Willamette River offers water-oriented recreational pursuits to residents.

The development of vacant properties and conversion of rural land to residential usage is indicated by a 14% increase in dwelling units since 1967. It is estimated that an additional 17% increase in dwelling units will occur by 1985. This growth will be accompanied by an anticipated annual population increase of 8%. Population of the total planning area (Chehalem-Parrett Mountain Foothills, Willamette River-Chehalem Creek -- approximately 82 square miles) is 16,000, a 60% increase from the 10,000 enumerated in 1966. Employment opportunities created by the Publishers Paper Co. plant and the increasing popularity of the area as a

"bedroom community" to Portland commuters will tend to increase the number of persons in the 25-44 year age group.

The regional drainage pattern is dominated by the stream channels of Hess and Chehalem Creeks which border the Newberg central city area and the proposed couplet to the east and west. The stream channel ravines abound in both natural and cultivated flora typical of the region and many large old growth trees are evident. As is typical in many outlying communities in the northwest, small animals such as raccoon, skunk and possum make frequent nocturnal visits to the stream channels and adjacent land.

The Pacific Highway West (99W), besides being a major arterial route, is used for travel between Portland and the coastal resort areas. Pacific Highway West (99W) passes through Newberg on First Street which is the central-business-district corridor of the City. Motorists traveling southwest on 99W find that Newberg is one of the first convenient shops for roadside purchases. Newberg downtown merchants serve recreational traffic that utilizes the highway as access to the coastal counties of Oregon.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The Newberg business community is making an adjustment from the smaller downtown retail outlets to larger chain operations outside the downtown area, with no decline in retail sales in the older business area. By concentrating more on business and personal services, i.e., real estate, banking, legal, and smaller specialty shops, the downtown business district has retained its strength.

Studies of other couplet and bypass systems indicate, that after a short period of adjustment (approximately two weeks), any initial retail

sales drop is at least restored to the original level; that greater traffic mobility has resulted in downtown areas after a one-way couplet installation, making the shopping tour a more inviting prospect.[1,2]

There will be a desire on the part of some property owners and businessmen along Hancock Street to take advantage of the increased traffic flow. Businesses catering to the passing motorist will multiply, and both sides of Hancock Street will most likely develop to more intensive uses. The City Planning Commission has zoned the north side of Hancock Street commercial (C-2) while many residential units still remain. The gradual replacement of some older housing on West Hancock Street between Grant and Lincoln Streets can be expected. The business tax and license fee income to the City would increase as a result of the increased commercial activity.

No commercial or residential structures will be acquired or relocation of persons be necessary. Only minor land acquisitions will be taken at the westerly end of Hancock Street and at the intersections of First and River Streets, and Hancock and River Streets. Total requirements are 0.5 acre on the west end and 0.01 acre on the easterly end of the project.

The City of Newberg, with the exception of the existing Pacific Highway West (99W), is currently without major noise-producing elements.

---

[1]Kennedy and Hill, Economic and Environmental Effects on One-Way Streets in Residential Areas, Appraisal Journal, October 1971.

[2]Randall, F. B., One-Way Routings in Smaller Cities, Traffic Quarterly, April 1950.

View eastward on First Street. Couplet plan would provide parking on both sides.

Lacking any close-in major industrial firms or airports, noise levels are governed by neighborhood vehicular traffic, people-generated noise, and occasional freight trains on the Southern Pacific tracks at the westerly end of the central business district.

To establish base ambient noise levels for comparison to predicted vehicle noise levels, measurements were conducted at selected sites along Hancock Street during the peak morning rush hour.

Table 1 indicates the locations, the measured ambient noise levels, the proposed FHWA standard noise levels for the particular land use and the predicted traffic noise levels. The predicted noise levels were calculated at each site using the manual procedure approved by the U.S.D.O.T., FHWA. All noise levels are in dBA (decibel A scale)[3] units and represent the noise levels exceeded 10% of the time (L_{10}).

TABLE 1

	Location	Ambient Noise Level	FHWA Noise Standard	Predicted Noise Level
(1)	Central School Sheridan & Howard Sts.	56 dBA	70 dBA	58 dBA
(2)	Newberg Carnegie Library Hancock & Howard Sts.	62 dBA	70 dBA	86 dBA
(3)	Pennington Hall, Fox College, River & Sheridan Sts.	51 dBA	70 dBA	58 dBA
(4)	Northeast Corner, Hancock & River Sts.	62 dBA	70 dBA	82 dBA
(5)	Brown Memorial Chapel, Hancock & College Sts.	62 dBA	70 dBA	87 dBA

[3]The dBA -- decibels A scale -- is a unit of sound pressure level adjusted to match the frequency response of the human ear. Acousticians believe the dBA unit best predicts human reaction to traffic noise. The L_{10} noise level is an indicator of both magnitude and frequency of occurrence of the loudness noise events.

The existing ambient noise on First Street is determined by the heavy vehicular flow traveling in both an easterly and westerly direction. Hence, the noise impact of a one-way couplet system on First Street would be minimal due to the reduced traffic volume and smoother traffic flow. The noise present on First Street would thus be lower after the installation of the proposed one-way grid.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

Economic impact studies have shown that an initial drop in sales can be expected after a couplet installation. The various alternatives to the proposed couplet would tend to have the same effect.

As exhibited in Table 1, the ambient noise at Brown Memorial Chapel and the First Methodist Church is higher than the recommended criteria, which is not unusual in cities where land usage and zoning sometimes change to surround the older more permanent buildings.

An unfavorable noise impact can be expected at the following locations:

Newberg Carnegie Library - Hancock and Howard Streets

Brown Memorial Chapel - Hancock and College Streets

Noise levels at the Library and the Chapel would rise and fall rapidly because of their close proximity to Hancock Street. Assuming that traffic lights are synchronized and traffic flows smoothly at 30 mph, noise levels at these locations could rise to peaks of 87 dBA which exceeds existing ambient noise levels.

Pennington Hall is a coed student dormitory associated with George Fox College and is located at the northeast corner of the intersection of River and Sheridan Streets. It is approximately 400 feet from the

intersection of River and Hancock Streets where the proposed couplet makes a one-way left turn to the west. Although not exposed to constant traffic noise, the dormitory will be exposed to the peak noises associated with the deceleration, acceleration, and shifting of gears from 99W traffic, making the left turn onto Hancock Street. With compensation for noise reduction due to distance (400 feet), the predicted noise level at Pennington Hall would be 58 dBA which will be exceeded about 10% of the time. Truck noise at the couplet left turn would cause the most annoyance to studying students. Although the predicted noise level exceeds the present ambient it would meet the FHWA noise standards, both outdoors and indoors.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

The alternatives studied are as follows:

(1) Couplet utilizing First and Hancock Streets as the elements.

a. Modification of River Road for westbound access to Hancock Street.

b. Extension of Hancock Street easterly across Hess Creek Canyon to US 99W for westbound access to Hancock Street.

c. Extension of Hancock Street westerly crossing the S.P.T. Co. railroad tracks to US 99W.

d. Extension of Hancock Street parallel to the easterly side of the S.P.T. Co. railroad tracks meeting First Street just east of the existing railroad crossing.

(2) Modification of First Street, widening to allow four lanes with left-turn refuges and synchronized traffic signals.

(3) Couplet utilizing First and Second Streets as the elements.

(4) "Do nothing" alternate.

Alternates 1a and 1d were chosen on a design, cost and environmental impact basis as being the preferred alternates. Utilization of Alternate 1b would eliminate the two right-angle turns on River Street but would involve building a large fill across Hess Creek ravine and the taking of two large residences for access to Hancock Street. Extension of Hancock Street westerly across the Southern Pacific Transportation Company railroad tracks (1c) was eliminated on the basis of construction costs and extensive apartment development taking place west of the railroad tracks.

The use of First and Second Streets as couplet elements (Alternate 3) involves difficulties in connecting Second Street to existing US 99W at the west end. This connection would require the taking of one large home and a drive-in restaurant and create design and safety difficulties at the existing railroad crossing. At the easterly end, Second Street passes Herbert Hoover's boyhood home which, although not a registered historical site, is being maintained with a fund established by George Fox College. The main impact on this site would be parking difficulties for visitors.

Alternate number 3 would use River Street (south) as a one-way return to US 99 (eastbound) and skirt a Chehalem Recreation District park already bounded by eastbound US 99W traffic. The two right-angle turns

in this case could be eliminated but would involve taking a triangular corner section from the park. A head-in parking lane for the park on River Street would have to be eliminated or relocated to reduce conflicts and maintain a smooth transition of traffic back to eastbound US 99W.

The FHWA standard noise of 70 dBA for park areas, although already exceeded due to existing US 99W traffic, could not be met at this location with the projected traffic volume. Second Street, with its north side zoned commercial is on a par with Hancock Street in the ratio of residences to commercial land uses. There exists at present 36 houses, six small apartment units and one large apartment house. Other uses include two churches, a firehouse, funeral chapel, two lumberyards and an auto dealer.

Alternate 2, the modification of First Street, is not a viable solution due to two main facts: (1) the Street, even with parking removed from both sides is not wide enough to meet normal traffic lane width standards, and (2), no other modifications are possible which would yield a traffic design volume increase to benefit a long-term use.

The "do nothing" alternate is unacceptable as a permanent plan due to the magnitude of existing conflicts between commercial truck traffic, weekend recreational and local automobile traffic, and the inability of the Pacific Highway West to handle future traffic at acceptable levels of service.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

Utilization of the new couplet system will inevitably result in a minor period of user adjustment, accompanied by some short-term disruptions to local businesses situated in the central business district.

However, traffic engineering studies have shown that once motorists become accustomed to a new traffic pattern, there is a net increase in the traffic volume, vehicle speeds and land values. Decreases in accidents, time delays and pedestrian traffic conflicts have also been recorded.

Long-term productivity of the project will include increases in traffic flow and capacity for the highway through the Newberg CBD. Its success will be dependent upon, in some measure, the ability of local governmental agencies to control future development within the project area. Couplet implementation will give the City of Newberg more flexibility in helping downtown businesses balance the shift towards suburban shopping centers and remain competitive.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Public funds committed for the study, design and construction of the Newberg couplet can be viewed as irretrievable resource allocations. Land acquisitions to provide necessary right-of-way for project construction, though extremely small, will be unavailable for other use.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

A combination corridor and design public hearing was held January 13, 1972 in the Council Chambers, City Hall in Newberg. The hearing was attended by representatives of the State Highway Division, the Federal Highway Administration, the mayor of Newberg, and interested citizens.

Eighteen persons who gave verbal testimony expressed concern about expected noise, auto-pedestrian conflicts, danger from overturning trucks, trailers or shifting cargo, street illumination, and vehicle conflicts at the Dental Clinic on River Street. Safety and noise were also

cited as potential problems at the Chehalem Park and Recreation District Play School at School Street. However, the property and the school building have been sold by the Park District to the First Federal Savings and Loan Assn. of McMinnville which plans to erect a branch office on the site. The couplet project impact on this facility should be negligible (letter attached). Of the opinions expressed orally and by cards at the hearing, and by letters received after the hearing, the majority favored the use of Hancock Street as the westbound couplet element.

In addition to the information presented in the draft environmental impact statement and the preceding sections of this statement, the following items were suggested as topics warranting additional discussion:

1. Further description of existing and projected land-use planning in the Newberg area.

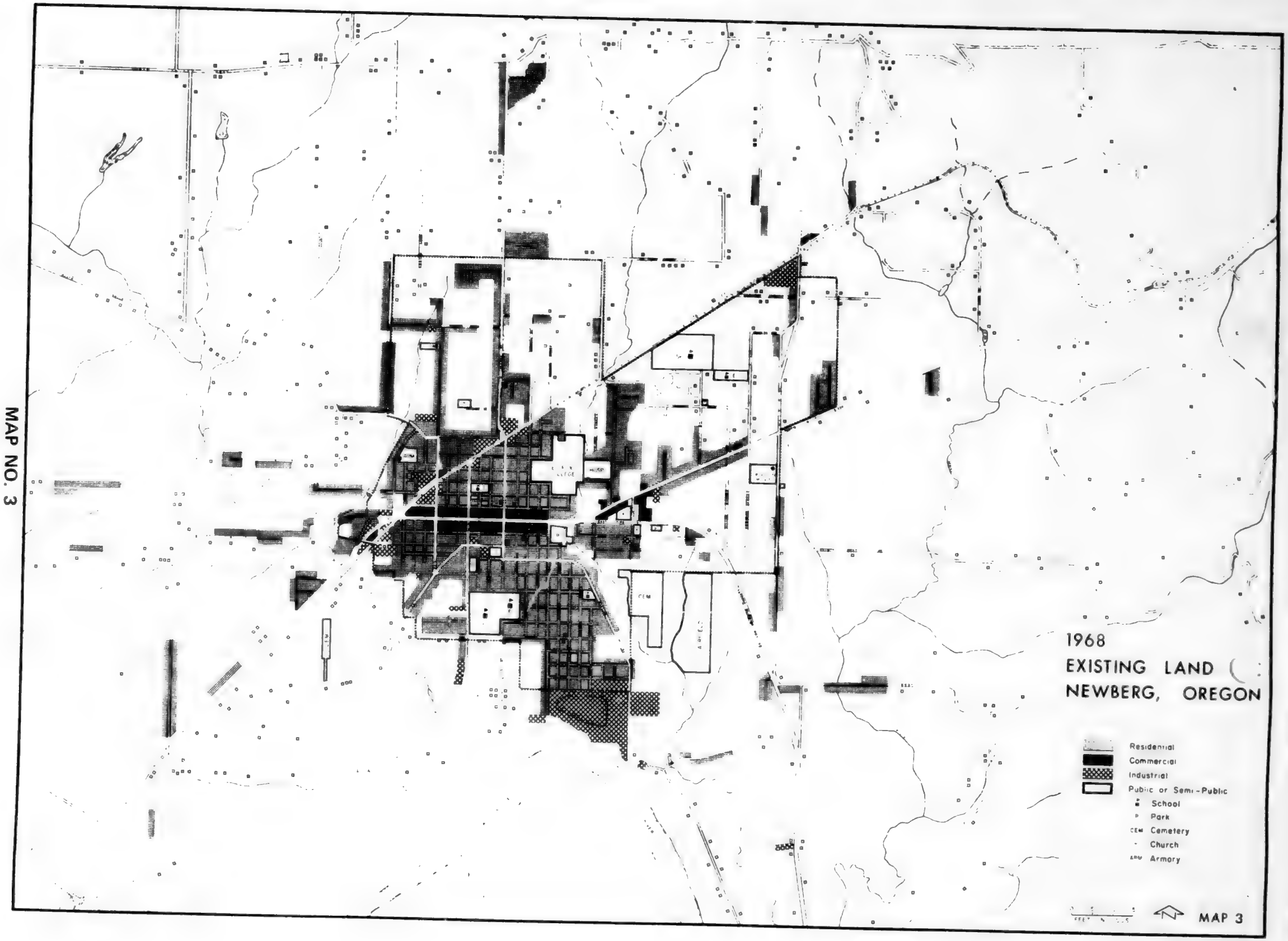
2. Expansion of the discussion treating specific impacts of routing high-volume traffic onto a residential street (i.e., traffic and safety problems).

3. Description of impacts during project construction and methods for their control.

4. More intensive discussion of noise impacts and inclusion of new FHWA goal noise levels.

5. Examination and discussion of basic traffic data pertinent to the Newberg region.

MAP NO. 3

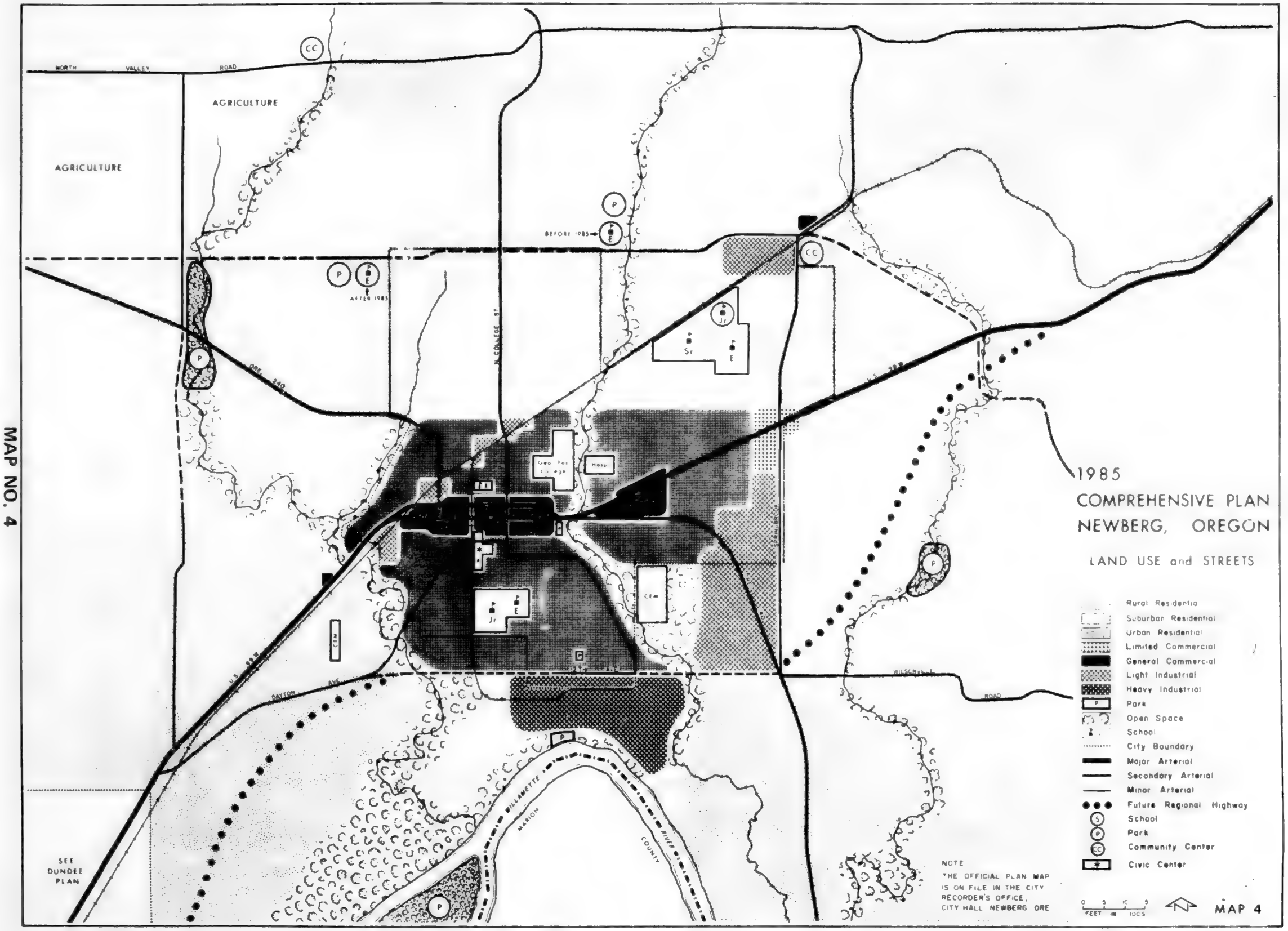

1968
EXISTING LAND
NEWBERG, OREGON
Residential
Commercial
Industrial
Public or Semi-Public
School
Park
CEM Cemetery
Church
ARMY Armory
MAP 3

Of the five agencies responding to the draft environmental impact statement, no corrections or additions were advanced except for the question of bicycle paths by the U.S. Department of the Interior, Bureau of Outdoor Recreation, Seattle. Plans for bicycle paths are not being considered for this project because of safety considerations arising from channeling bicyclists into a downtown arterial with parking on both sides.

Land Use

Current land-use maps for the Newberg area identify the City as approximately 80% residential. Commercial areas comprise only 7% of the total, and appear in strips along both sides of First Street (US 99W) with another shopping center complex located to the east in the V formed by US 99W and the Hillsboro-Silverton Highway (ORE 140). Poor vehicular access and a decided impetus towards further residential development, occasioned in large part by the location of a new elementary and high school in the area, have limited industrial expansion in Newberg to the present 5% of total available land. Publicly owned lands comprise the balance of the present land uses.

The Chehalem Park and Recreation District, located in Newberg, has to date, successfully preserved the majority of Chehalem and Hess Creeks as natural river areas by a combination of property acquisition, lease, easement, and planning of public streets. Alternate 1b of this proposal, the extension of Hancock Street easterly to US 99W, would cross Hess Creek on a 30-foot embankment within 100 feet of the existing 99W embankment crossing.


NORTH VALLEY ROAD
AGRICULTURE
AGRICULTURE
BEFORE 1985
AFTER 1985
N. COLLEGE ST.
Sr
Jr
E
CEM
DAYTON AVE.
WILSONVILLE ROAD
WILLAMETTE RIVER
MARION COUNTY
SEE DUNDEE PLAN
1985
COMPREHENSIVE PLAN
NEWBERG, OREGON
LAND USE and STREETS
Rural Residential
Suburban Residential
Urban Residential
Limited Commercial
General Commercial
Light Industrial
Heavy Industrial
Park
Open Space
School
City Boundary
Major Arterial
Secondary Arterial
Minor Arterial
Future Regional Highway
School
Park
Community Center
Civic Center
NOTE
THE OFFICIAL PLAN MAP IS ON FILE IN THE CITY RECORDER'S OFFICE, CITY HALL NEWBERG ORE
0 5 10 5
FEET IN 1000S
MAP 4

MAP NO. 4

The crossover area of the Hess Creek ravine, near US 99W, although not designated by the Park and Recreation District as a Greenway, is located just south of a ravine section which has been semideveloped by students of George Fox College and nearby residents. The crossover embankment of Alternate 1b would remove approximately 1.8 acres of ravine area adjacent to the north side of existing US 99W. The selected alternate (1a and 1d) will eliminate impact on both Hess Creek and the Chehalem District Park.

Projected future land, as outlined in the 1985 Comprehensive Land Use Plan for Newberg, indicates a large anticipated conversion of land use to apartment dwellings, representing an increase of over 300 units. The suburban area around Newberg is expected to provide the greatest increase in single family dwellings with 350 acres converted to this use by 1985. Such expansion will be dependent upon the provision of adequate water and sewage facilities[4].

School classroom population projections predict the need for a new elementary school of twenty classroom capacity, and a new junior high school in the residential areas north of town.

The 1985 Newberg Land Use Plan further envisions the establishment of a new civic center to contain public buildings, a memorial park, and other recreation facilities. The proposed civic center, with a location between Second, Third, Blaine and Howard Streets, would serve as a community focal point in the downtown area.

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[4]1985 Comprehensive Land Use Plan, Newberg and Dundee, Oregon. Bureau of Governmental Research and Service, University of Oregon, January 1969.

Traffic and Safety

Some individuals at the January hearing have expressed concern about the safety of pedestrian and traffic movements on a new one-way street such as Hancock Street.

A significant impact can be expected from the rerouting of traffic onto Hancock Street with a resulting increase from the present annual daily traffic volume of 1,600 to 17,500 in 1991. The street, once completely residential, is experiencing some gradual change to light commercial zoning. There are, however, 39 single family residences and apartment units remaining on Hancock Street. The comments received at the hearing in January 1972 regarding safety at the Chehalem Park and Recreation District play school site would no longer be of concern due to the removal of the school and sale of the property.

Concern for pedestrian safety in the vicinity of the First Methodist Church at Hancock and North Howard Streets, although applicable at any pedestrian crossing, should be alleviated somewhat as the church building has been sold. The site, located within the city commercial zoning, should eventually convert to some commercial use as evidently planned by the City Land Use Committee.

Speed checks made on other one-way streets after installation verify an average vehicular speed increase to the extent that some difficulty is experienced by entering cross traffic where no stop lights exist. The higher average speeds would denote a mobility increase; perhaps at the expense of cross-traffic movements.

Research sources report, however, a consistent reduction of vehicle and pedestrian conflicts and accidents for one-way streets. Reduction of headlight glare from opposite lanes and elimination of visual confusion for pedestrians looking both ways are mentioned as factors. Records do reveal a higher accident rate when one-way streets are first applied, but it usually persists only until motorists become familiar with the newly established regulations. A carefully planned program of public education and adequate signing should help reduce the severity of this problem.

Safety considerations on First Street, if Alternate 2 had been selected, would remain essentially the same as present. Removal of parking from both sides of the street would tend to decrease the danger of collisions with vehicles or persons involved in parking maneuvers.

Some concern has been expressed regarding the possible danger from overturning trucks or shifting and falling loads from vehicles negotiating the two right-angle turns at the east end of the couplet proposal (Alternate 1a) at River Street. This ever-present accident potential would be minimized to a large extent by the design of 75-foot turning radii at each corner. No other design features, except adequate signing, are available to assist. Some measure of protection is offered by the low speeds required to negotiate the turns and by the slight positive grade between First and Hancock Streets.

The entrance and exit driveway of the Dental Clinic located at 102 N. River Street is 68 feet wide accommodating seven vehicles parked head-in to the corner. Where westbound traffic will be turning right to make the transition to Hancock Street, there exists a possibility of conflict between patients' vehicles and turning US 99W traffic.

Night-lighting facilities on Hancock Street are at present limited to one overhanging pole-mounted light on one corner of each intersection. Should Hancock Street become a couplet element, additional lighting in the form of a second lamp at each intersection could be provided for maximum pedestrian safety.

The wattage rating of each lamp could be raised to provide more illumination. Portland General Electric Company offers a plan whereby small cities may have additional street lighting installed for an installation fee with the usual monthly utility payments. All repairs and maintenance of such a system remain the responsibility of the Electric Company.

Impact During Construction

The Standard Specifications for Highway Construction manual, as approved by the Oregon State Highway Commission, subsection 107.08, requires that Highway construction contractors exercise controls to limit air and water pollution during construction operations. Smoke, carbon monoxide and spray are often unavoidable by-products of construction operations. Timing, location, wind velocity and direction, and general weather conditions are factors that need to be considered during grading and paving operations. Solid waste products would be disposed of by noncombustible methods in accordance with the DEQ 1971 open-burning restrictions.

Noise is an unavoidable result of construction operations but corrective measures will be taken to curb unnecessary noise from such sources as faulty mufflers and poorly maintained mobile equipment.

During construction, traffic on the project streets will be rerouted to the best alternate street, with provisions for signing and maximum safety capabilities.

Noise

As can be expected, the channeling of one-way heavy traffic onto either Hancock or Second Streets will cause a large increase in noise, the predicted noise levels at Central Grade School (1) and Pennington Hall (3) meet the FHWA standard noise levels by 12 dBA. This results primarily from the distances of the two units from Hancock Street and blocking effects of other buildings. For those land uses in close proximity to the street (2, 4 and 5), the standard noise levels cannot be met outside or inside. The traffic noise levels for the half-block residential strip north of Hancock Street and fronting Sheridan Street will be approximately 10 dBA lower due to blocking, distance and limited viewing angles but the FHWA noise standard will still be exceeded at these sites.

At present, no practical noise control measures exist that can be applied to congested arterials such as Hancock Street that will yield substantial traffic noise reductions. Such factors as synchronized traffic signals and smooth pavement were considered when calculating the predicted noise levels. Any other practical noise control technique violates other important values such as desirable aesthetic standards, highway safety and air quality. The construction of barriers in restricted areas may limit air movement preventing the safe dispersion of carbon monoxide from vehicle exhausts.

The Hancock and Second Street communities, already a mixture of commercial, residential and industrial land uses, are zoned commercial. As the central business district prospers and grows, it seems inevitable that the remaining residential units will eventually give way to more commercial development. Newberg city officials, by testimony and letters are in support of this concept.

It appears that in order to alleviate the intense traffic problem on First Street, an exception to the FHWA standard noise levels must be requested for the selected alternate.

Traffic Data and Analysis

In an effort to plan for a transportation facility providing adequate capacity for the Newberg area, an examination of the basic traffic data pertinent to the study region is necessary. An analysis of present traffic conditions, with regard to specific amounts, direction and vehicle mix, enables a more complete understanding of the total regional traffic picture.

1971 daily traffic figures for each leg of the proposed couplet indicate that the present flow on First Street exceeds the existing design capacity in most sections. Hancock Street on the other hand, with an average count of 1,580 vehicles between North Main Street and North River Street, is well below the present design capacity (by approximately 34%).

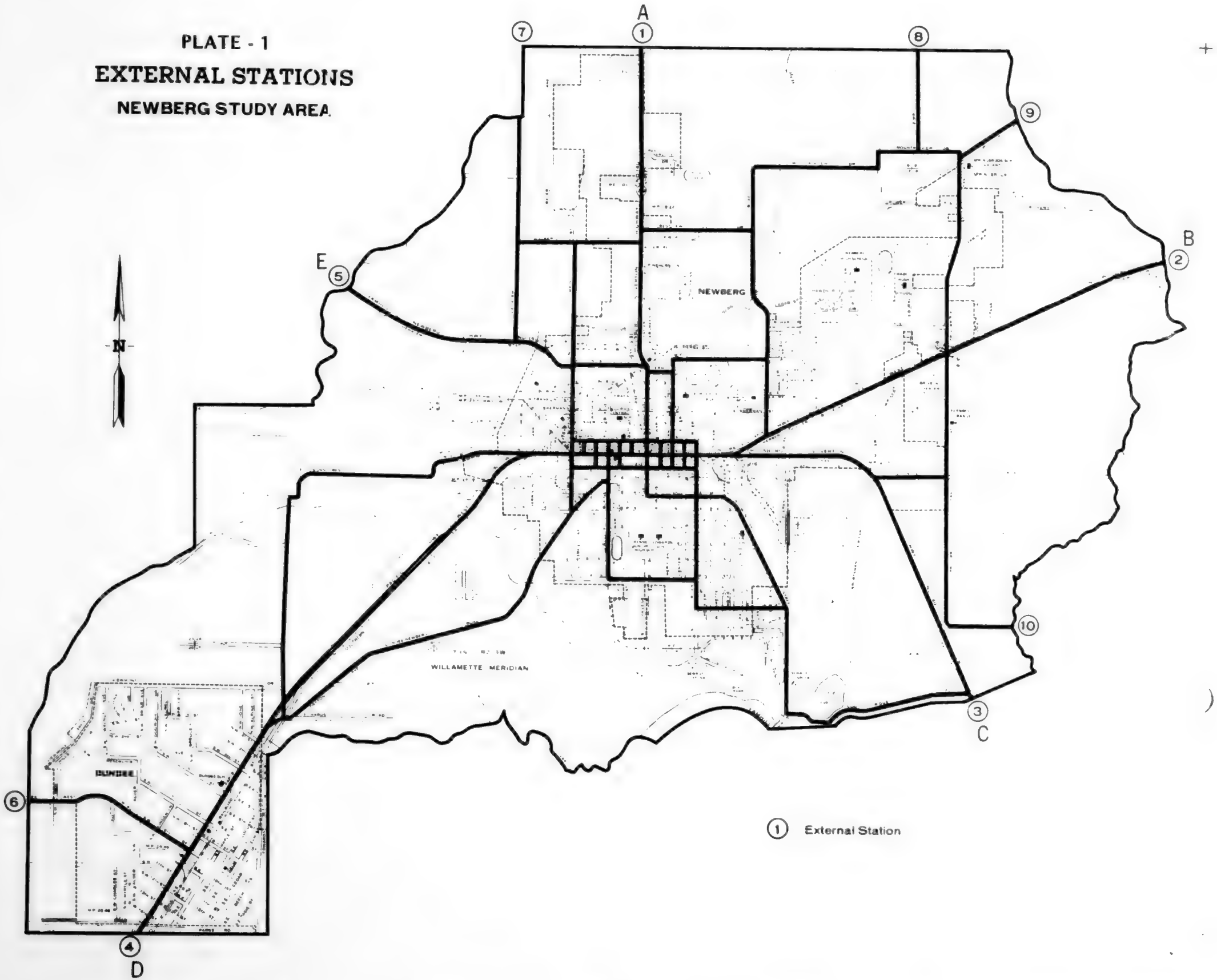
Total daily traffic for the Hancock-First St. grid averaged approximately 17,000 vehicles in 1971. Anticipated 1991 average daily traffic is 35,000, or roughly 17,500 per leg of the proposed couplet.

An historical traffic data analysis, listing traffic volumes for the past ten years, indicates the relative approximate growth of traffic within the Newberg area. Based on figures obtained from a permanent traffic recorder located 1.7 miles east of Newberg on the Pacific Highway West, an increase of 40% in average daily traffic (A.D.T.) was evidenced from 1962 to 1971; an average increase of 5% per year. The 1971 A.D.T. is given as 12,043 vehicles, with an August maximum (14,783) and a January minimum (9,290).

PLATE - 1

EXTERNAL STATIONS

NEWBERG STUDY AREA



MAP NO. 5

① External Station

A classification breakdown by vehicle type for this location indicates that roughly 74% of the A.D.T. were passenger cars, 17% panels and pickups, with 9% of heavy vehicles. Recent estimates of vehicle counts in the proposed couplet area show a use rate of 6.5% for total heavy vehicles. Utilizing an A.D.T. of 17,000, this represents approximately 1,100 total heavy vehicles daily.

In July of 1971 the Oregon State Highway Division conducted an origin-destination survey of the Newberg area, the purpose of which was to gather information about local travel patterns for use in future traffic planning efforts. While the information gathered is currently being evaluated, an examination of various facets of the preliminary data points up some interesting facts with regard to the existing flow and direction of traffic.

The heaviest concentration of daily trips within the Newberg study area exists between external station 2 and 4.* Virtually all of this directional flow would travel through the existing central business district (CBD), and would be directly affected by the construction of the couplet system. The next highest level of flow existed between external stations 2 and 5. The preponderance of this traffic would travel partially or totally through the Newberg CBD on either one or the other of the two streets destined for couplet use. A large percentage of the remainder of daily trips between external stations would utilize the Newberg core area to some degree.

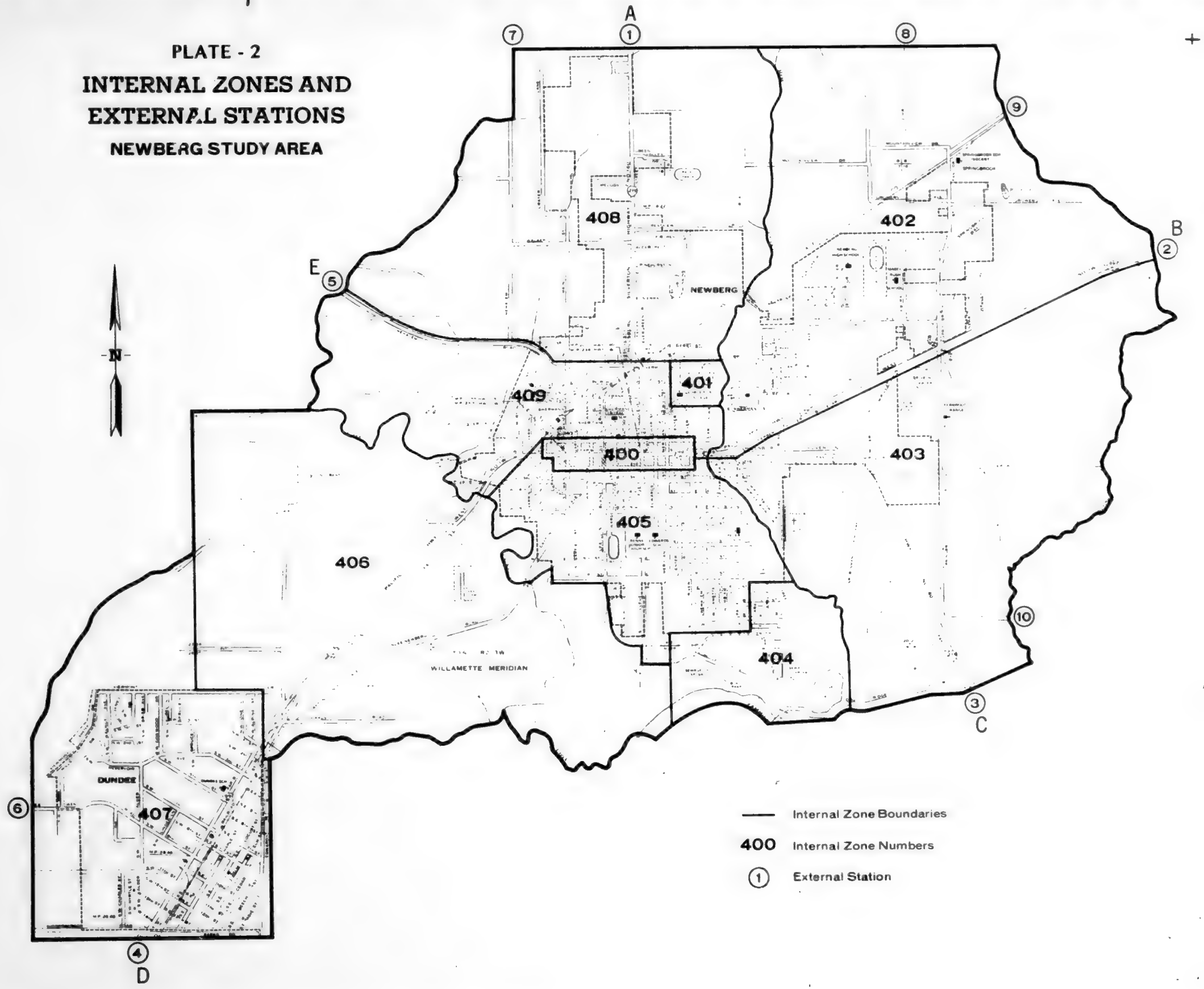
A more cogent analysis of the directional aspects of trip generation is provided through the breakdown of daily trips traveled

*(See map #5.)

PLATE - 2

INTERNAL ZONES AND EXTERNAL STATIONS

NEWBERG STUDY AREA



MAP NO. 6

between specific internal zones and external stations. The largest total number of daily trips between all stations and a given zone, is that of zone 400; the Newberg CBD. Heaviest concentration of trips to and from this zone are those traveled between it and external stations 2 and 4. These stations are the east and west termini of the study area on the Pacific Highway West; the major arterial through the City of Newberg. Other important zone-to-external stations trip totals of consequence are those occurring between stations 2 and 4 and zones 402, 405 and 409.

The survey further provided information about vehicle trips crossing the Newberg study area boundary, outbound, identifying true origin and destination by city, county or state. Five interview stations were utilized, situated at the intersections of the study area boundary and the five major arterials serving the community.

In broad terms the information can be divided into two categories based on trip type: the amount of generated traffic originating from Newberg; and the amount of 'pass-through' traffic, with regard to its origin and destination, utilizing Newberg as a trip element. Summarized data from the origin-destination survey is given in Table 5. Of the total number of trips listed for all five interview stations (A through E), 39 percent were identified as trips with their origin in Newberg. The majority of this percentage were trips destined for points within the State of Oregon.

The second category of trips identified, those of a pass-through nature, represented 61 percent of the total interviewed. Excluding Yamhill County from the tabulations, one finds 21 percent of all trips utilize the Newberg area as an artery to move from one point in the State to another.

The largest percentage of these are trips between the coastal counties of Lincoln and Tillamook, and the Portland Metropolitan region. Fourteen percent of total trips were those destined for Yamhill County from other points in Oregon, exclusive of Newberg itself. The remainder of pass-through trips are identified in Table 5: e.g., those within Yamhill County, from non-Oregon to Oregon, and others (principally Oregon to non-Oregon).

Approximately 77 percent of all trips taken utilized the Pacific Highway West (99W) as an outbound leg passing through interview stations B and D. Recognizing the general direction of traffic flow, it can be estimated that a large number of these trips pass through the study area using highway 99W either partially or totally and hence, would directly benefit by the construction of the proposed couplet system.

TABLE 2

EXISTING STREET DATA

Street	Section	Length (Miles)	Width (Ft.)	Travel Lanes	Average Operating Speed (MPH)	Existing Design Capacity	1971 Daily Traffic (July)
1st Street	Main St. to Washington St.	0.10	54	4	15	15,000	13,650
	Washington St. to Blaine St.	0.06	54	4	20	15,000	14,800
	Blaine St. to School St.	0.09	54	4	17	15,000	15,200
	School St. to College St.	0.07	54	4	14	15,000	15,850
	College St. to Meridian St.	0.11	54	4	24	15,000	16,100
	Meridian St. to River St.	0.10	54	4	23	15,000	17,000
E. Hancock Street	Main St. to School St.	0.19	42	2	20	4,600	1,600
	School St. to College St.	0.05	42	2	20	4,600	2,100
	College St. to Edwards St.	0.06	42	2	14	4,600	1,700
	Edwards St. to Meridian St.	0.06	42	2	16	4,600	1,350
	Meridian St. to River St.	0.10	42	2	11	4,600	1,150

TABLE 3

1971 DAILY TRIPS BETWEEN EXTERNAL STATIONS

From/To	1	2	3	4	5	6	7	8	9	10	Total
1		90	65	100	10	0	0	0	0	3	268
2	90		260	3,346	487	3	19	9	7	20	4,241
3	65	260		210	217	0	8	7	8	14	689
4	100	3,346	210		52	8	9	7	2	6	3,740
5	10	487	217	52		0	0	1	9	16	692
6	0	3	0	8	0		0	0	0	0	11
7	0	19	8	9	0	0		0	0	0	36
8	0	9	7	7	1	0	0		0	0	24
9	0	7	8	2	9	0	0	0		0	26
10	3	20	14	6	16	0	0	0	0		59
Totals	268	4,241	689	3,740	692	11	36	24	26	59	9,786

Table 1 shows the number of 1971 daily trips that traveled between each pair of external stations. The external stations are shown on Map 5.

TABLE 4

1971 DAILY TRIPS BETWEEN INTERNAL ZONES AND EXTERNAL STATIONS

Internal Zone	Ext. Sta. 1	2	3	4	5	6	7	8	9	10	Total
400	408	814	408	630	484	42	75	55	73	149	3,318
401	18	32	16	14	18	1	3	2	2	5	111
402	134	1,014	318	426	314	34	60	44	59	120	2,523
403	38	330	130	100	48	10	18	13	17	35	739
404	44	236	80	104	46	8	14	10	12	28	583
405	100	892	202	372	142	26	47	34	45	93	1,953
406	14	156	18	120	24	5	9	7	9	18	380
407	40	388	124	540	88	18	32	23	31	64	1,348
408	88	316	94	142	66	11	19	14	19	39	808
409	138	708	158	272	222	23	41	30	40	81	1,723
Totals	1,022	4,886	1,548	2,720	1,452	178	318	232	308	632	13,296

Table 2 shows the number of 1971 daily trips that traveled between internal zones and external stations. The internal zones and external stations are shown on Map 6.

TABLE 5

NEWBERG STUDY AREA ORIGIN-DESTINATION SURVEY: SUMMARY DATA

Station:	A	B	C	D	E	Total	% of Total
Newberg to Oregon	512	2,380	758	1,358	725	5,733	37.3
Newberg to Non-Oregon	0	253	5	0	0	258	1.6
*Oregon to *Oregon: *(ex. Yamhill Co.)	81	1,459	290	1,351	63	3,244	21.2
*Yamhill Co. to *Yamhill Co. *(ex. Newberg)	26	56	7	135	49	273	1.8
*Yamhill Co. to Oregon *(ex. Newberg)	47	1,122	236	16	10	1,431	9.3
*Oregon to Yamhill Co. *(ex. Newberg)	70	21	16	1,722	392	2,221	14.4
Non-Oregon to *Oregon *(ex. Newberg)	19	143	21	493	30	706	4.6
Other (e.g.=Ore. to Non-Ore.)	6	1,288	33	42	118	1,487	9.7
Total	761	6,722	1,366	5,117	1,387	15,353	
% of Total	4.9	43.8	8.9	33.3	9.0		

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Minimization of potentially detrimental effects as a result of project implementation include the procurement of right-of-way property at fair market prices. Newly paved street sections will be curbed with proper drainage facilities provided.

Air and water problems during constructional stages will be controlled through the enforcement of subsection 107.08 of the Standard Specifications for Highway Construction as approved in the Oregon State Highway Division.

Street sections slated for modification will be improved by appropriate landscaping.

Potential alleviation of certain pedestrian-cross traffic conflicts could be achieved through the conversion of the present signaling system to a progressive synchronized system.

GW:bb
12-8-72

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
D36 Your reference: Hess Creek-Chehalem Creek Section,
Pacific Highway West, Yamhill County

NOV 23 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

The Draft Environmental Impact Statement for the above referenced project, received with your letter dated October 22, 1971, has been reviewed by our staff. We know of no public recreation areas, projects, or proposals that would be adversely affected by this highway project. The statement, as it relates to our programs and interests, appears to be adequate. We suggest that bicycle lanes be considered for inclusion in this project. Such a facility may help combat congestion by allowing people an alternate means of traveling within the downtown area.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

cc:
David G. Talbot

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

December 17, 1971

R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: L. H. Young

Dear Mr. Porter:

RE: A-95 Review--Hess Creek--Chehalem Creek (Newberg) Sec., Pacific Highway, Yamhill County

We have inspected the preliminary plans which are a part of the final application to the federal agency for this project.

We find the project, as proposed, to be consistent with overall planning for this area.

Very truly yours,

W. J. Kvarsten, Director

BY William L. Shull
Transportation Planner

SHULL/jd

MEMBER AGENCIES:

STATE OF OREGON • MARION COUNTY • POLK COUNTY • YAMHILL COUNTY • CITY OF SALEM • CITY OF DALLAS
CITY OF WOODBURN • CITY OF SILVERTON • CITY OF McMINNVILLE • CITY OF INDEPENDENCE
SCHOOL DISTRICT 24J • MARION COUNTY FIRE DISTRICT NO. 1

EXECUTIVE DEPARTMENT

PROGRAM PLANNING DIVISION

306 PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

November 5, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Hess Cr.-Chehalem Cr.
(Newberg) Sec.
PNRS #71.0482

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
NOV [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE [illegible] NEWBERG, OREGON 97132

NOV - 1 1971

October 28, 1971

Metropolitan/Regional Clearinghouse
Mid Willamette Valley Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Re: A-95 Review - Hess Cr. - Chehalem Cr. (Newberg) Sec. Pac. Hwy W, Yamhill Co.

Dear Sir:

In reply to your letter of October 26, 1971, regarding the above matter, I wish to acknowledge that this project was instigated by myself, as Mayor of the city of Newberg, along with several councilmen, Yamhill County State Representative Tony Meeker and the city of McMinnville Chamber of Commerce. It is felt this project is of necessity for the future street planning within the city including commercial development of the properties in the present downtown section of the city of Newberg.

It was also felt the project was necessary in so far as the over all highway problem of Yamhill County, this being the heavy coast highway traffic through Newberg and the effect it is having on the entire county.

I therefore trust the Council of Governments will act favorably on this project.

Very truly yours,

Jack C. Nutsen, Jr.
Mayor

JCN/pen

RECEIVED
NOV 29 1971
PROGRAM & PLANNING
DIVISION

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

March 7, 1972

Mr. Donald N. Harwell
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

Re: Hancock Street - Couplet

Dear Mr. Harwell:

Wish to advise that one of the reasons for main objections to the couplet will be removed in the near future. That is the day school at School and Hancock Streets. This building has been sold and will be removed.

A number of the people objecting were connected with this school.

We hope that a favorable report will be forthcoming, and that this project can be undertaken this summer.

Very truly yours,

M. C. Gilbert
Finance Officer

MCG/ch

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 24, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Hess Creek-Chehalem Creek
Pacific Highway West
PNRS #71.0518

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have also published and distributed Notice to all State agencies and Councils of Governments. We have not received any replies indicating the need for additions or corrections.

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Sincerely,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT. CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND. OREGON 97208

NPPEN-EQ

4 November 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Draft Environmental Impact Statement (Hess Creek-Chechalem Creek Section) and do not identify specific actions in areas for which we have jurisdiction. We therefore will not comment on the proposed project.

Sincerely yours,

CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

RECEIVED
NOV
OFFICE OF
STATE HIGHWAY ENGINEER

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

November 24, 1971

Mr. R. E. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Subject: A-95 Review - Hess Creek - Chehalem Creek (Newberg)
Sec. Pac. Hwy. W. Yamhill Co.

Dear Mr. Porter:

The Council of Governments has completed its review of your Notice of Intent for Federal assistance.

Affected local agencies were notified and comments of the city of Newberg are attached.

The Council of Governments staff also reviewed the proposal and we find it to be consistent with the 1985 Newberg Plan, even though it does not conform in every detail to that plan. The east and west connections of Hancock Street to First Street differ from those shown on the Plan; however, the alternatives proposed are in keeping with both traffic engineering and land use practice, as well as financial limitations.

The Council of Governments was also furnished a copy of the draft Environmental Impact Statement. The City of Newberg is aware of the expected increase in noise levels and Mr. M. C. Gilbert, City Recorder, stated they are prepared to live with this adverse effect of the project. The Council of Governments has no further comments to make on the Environmental Impact Statement at this time.

RECEIVED
NOV 29 1971
PROGRAM & PLANNING
DIVISION

While we hereby give tentative approval of your project, we also request to review a copy of the final application for a 30-day period prior to its submission to the Federal Agency.

Very truly yours,

W. J. Kvarsten by Lucy L. Hogan Planning Administrator

W. J. Kvarsten
Director

HOCKIN:sl

Enclosure

cc: William C. Kramer, Manager, Federal-Aid Coord. Unit, State of Oreg.

RECEIVED
NOV 29 1971
PROGRAM & MANAGEMENT
DIVISION

United States Department of the Interior

NATIONAL PARK SERVICE

920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

November 5, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge receipt of the draft environmental statements for the following proposed highway projects:

Grants Pass-New Hope Road Section
Jacksonville Highway
Josephine County

Hess Creek-Chehalem Creek Section
Pacific Highway West
Yamhill County

We have no comments to offer on these draft statements.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

RECEIVED
NOV 8 1971
PROGRAM & PLANNING

RECEIVED
JUL 1 - 1972
FOR FILING
1971

F. D. Klabae

MEMO TO FILES
July 26, 1972

Re: Newberg Couplet
Pacific Hwy. West #1W
First & Hancock Streets
City of Newberg

On Tuesday, July 25, 1972, per request of City of Newberg, Mr. V. P. Johnson, Mr. G. W. Wimer, and the writer met with Mr. Andy Anderson and Mr. Don A. Charleson of Publisher Paper, and the City Public Works Committee made up of four councilmen and Mayor Jack C. Nulsen, Jr., regarding status of proposed 99W couplet.

The major concern to City was the negotiation, or lack of, regarding Publisher Paper Company's proposed reconstruction of railroad track (replacing 90# rail with 112# rail) and installation of railroad protective devices at the Blaine Street railroad crossing of 1st and Hancock Streets. Publisher Paper Company proposes to improve their facility and will furnish Region 2 grades, etc., for inclusion of their survey work and design.

Maps and related data of surveys by State will most likely not be completed until late fall; however, due to this, along with final environmental statement, location-design approval, right-of-way acquisition, etc., the State probably will not be in a position to advertise for bids until late 1973.

Mayor Nulsen indicates the City cannot and will not be able to live with a 1974 completion date for construction, based on budgetary limits and public sentiment, and will write to various individuals to proceed post-haste with 1973 completion requested.

The group was told that the environmental statement was pending and as soon as available, would be considered along with other data for necessary approvals and negotiation of rights-of-way.

The consensus of City Council was expressed in favor of drop-arm gates at the Blaine Street crossing and contact should be made soon between State and Publisher Paper Company with Mr. D. A. Charleson, Mill Manager, phone 538-2151, in regard to their work and coordination of our work, PUC permits, etc.

Traffic signals, another matter of long-standing concern to City, were discussed, and after much effort regarding justification, etc., the Council expressed their favor for new installation or revision of River Street, College Street, and Main Street, as well as the railroad crossings signalization.

(more)

RECEIVED
STATE

(cont'd.)

July 26, 1972

Re: Newberg Couplet
Pacific Hwy. West #1W
First & Hancock Streets
City of Newberg

The meeting was very cordial and was strictly in concern for the status of the project, and what could be done to coordinate activities between all parties involved to bring the one-way couplet to contract at an early 1972/73 date.

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
C. T. Keasey
Victor Wolfe
R. E. Royer
L. E. George
J. B. Boyd

RECEIVED
APR 14 1972

bc: G. M. Baldwin, w/attach.
Tom Edwards "
F. B. Klaboe "
~~B.~~ L. Schroeder "
L. E. George "
L. H. Young "
J. B. Boyd "

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1972

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon 97132

Hess Creek-Chehalem Creek Section
(First Street-Hancock Street Couplet)
Pacific Highway West (99W)

Dear Sir:

Thank you for your letter of April 11. The matter of the signals is being referred to the proper Highway people for attention.

As to a time table on the project, the hearings have been held, agreement consummated, and design approval has been requested.

The next steps are to obtain design approval, acquire right-of-way, formulate plans, advertise for bids, award contracts, etc.

As of this writing it is, based on the accomplishment of the foregoing, proposed to accept bids on this project in early 1973.

Thank you for your cooperation and interest in this and other highway matters in your area, and please feel free to call on us if any questions arise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harvell
Assistant Engineer
County and City Section

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:rmm

RECEIVED
COUNTY & CITY SECTION
APR 12 1972
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

newberg 97132 agrmt

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

April 11, 1972

Mr. Donald Harwell
Coordinating Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: First Street-Hancock Street Couplet

Dear Mr. Harwell;

Wish to acknowledge receipt of agreement dated April 4, 1972.

We are interested in having this project get underway soon as possible. Please advise time-table on the project.

Your attention is again called to the traffic signals, and possibility of eliminating as many as possible. Also the railroad signals on Blaine Street should be installed by Publisher Paper Company at no cost to the City. ← NOTE

Sincerely,

M. C. Gilbert
Finance Officer

MCG/ch

4-13-72
cc See attached

NOTE
Recall letters of 10-29 & 11-2-71 (attached), eliminate all signalization possible! Publisher Paper Co. RR could perhaps be programmed for "ELIS" RR X-ing funds as hazardous, elgible for Fed Aid "G" funds.
Dan H.

RECEIVED
MAY 25 1972
FOR FILING

7991

5a

4-4-72

April 10, 1972

City of Newberg
City Hall
Newberg, Oregon 97132

Attention: Myrland C. Gilbert
City Recorder

MISC. CONTRACTS and AGREEMENTS No. ____

Gentlemen:

Attached for your records is a fully executed copy of a cooperative construction-finance agreement for improvement of Hess Creek-Chehalem Creek Section of the Pacific Highway West, utilizing First Street and Hancock Street as a one-way couplet system.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1972

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

SUBJECT: Coop. Construction-Finance Agreement
Hess Creek-Chehalem Creek Section
Pacific Highway West, No. 1W
City of Newberg

Herewith are three signed copies of an agreement and a suggested draft of a letter that may be used for presentation to the Highway Commission.

This project is listed on the construction schedule for January, 1973, at an estimated total cost of $400,000. Costs are to be shared by State and City on a 75%/25% basis; however, the City cost is limited to $100,000.

This agreement was forwarded to the Highway Commission for the January 11 meeting but withdrawn due to hearing matters. These have now been cleared and it is ready for approval.

Please review the agreement, and if acceptable, forward it for inclusion in the agenda of the April 4 meeting.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:mm
Att.

SP*52475-734

RECEIVED
MAR 28 1972
FOR FILING

7991

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Cooperative Construction-Finance Agreement**
City of Newberg

Presented for your consideration at the April 4 meeting will be a cooperative construction-finance agreement concerning improvement of the Hess Creek-Chehalem Creek Section of the Pacific Highway West, utilizing 1st Street and Hancock Street as a one-way couplet system, lying entirely within the corporate limits of Newberg.

The agreement requires the State to prepare all plans, obtain the necessary right-of-way, and supervise construction of the project. Certain provisions of the agreement stipulate that the estimated total cost of $400,000 shall be shared by the State and City on a 75 - 25 percent basis, with the City's cost limited to $100,000. The City's resolution states that an initial deposit of $25,000 shall be made prior to award of any contract and the balance is to be paid by annual payments of $25,000 from gasoline tax receipts.

I recommend your approval and request authority for the Secretary to sign the agreement for andon your behalf. I also request authority to purchase the necessary right-of-way and to proceed to construction under Federal Aid Program XII in an orderly manner when funds are available.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
L.H. Young
F. D. Morgan
F. L. Hall
V. E. Skoog
H. S. Cox
J. B. Boyd
Gary Ross
Gary Sund

DNH:mm ms

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DEC 28 1971
FOR FILING
7991

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

December 23, 1971

IN REPLY PLEASE REFER TO
911829/323-3

RECEIVED
DEC 28 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter December 16 relative to the proposed one-way couplet through the City of Newberg.

You state in your letter that our existing automatic protection at crossing P-748.2 will not be affected by this one-way couplet construction. However, it appears from examination of aerial photo transmitted with your letter that there will be some change necessary in the signal located adjacent to the end of your one-way couplet as there will be traffic approaching the crossing from a different angle.

For your information also we own Lot 1 of Block 10 of Hurle Large's Addition. This property was acquired from Oscar L. Clyde, et ux. by O&C Railroad Co. by a warranty deed dated June 24, 1912, recorded in Deed Book 64, Page 3, July 3, 1912. A portion of the existing grade crossing is covered by a license agreement with the State of Oregon dated February 26, 1946 covered by our Deed 22454. The balance of the street is covered by an easement to the City by Deed Audit 13779.

Please advise if you could furnish a drawing showing the details of your proposed construction adjacent to our tracks and through our property prior to the time that the public hearing is to be held.

NOTED F.D. KLABOE

Yours truly,

A W Kilborn

Copies to:
FD KLABOE
FL HALL
JB BOYD
FW SUGNET

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1972
FOR FILING

SUND
SIPPRELL
EARLEY John
FRYER
PHOTO LAB.

Note that the hearing will be held on Thursday Jan 13.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 20, 1971

7991

Release on Agreement Editor
Encourage great participation.
GS.

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the January 11 meeting will be a Cooperative Construction-Finance Agreement concerning improvement of the Hess Creek-Chehalem Creek Section of the Pacific Highway West, utilizing 1st Street and Hancock Street as a one-way couplet system, lying entirely within the corporate limits of Newberg.

You will need to give the release to Newberg paper (it comes out on Thursday) in advance. Then have them run Tuesday and confirm publication.

The agreement requires the State to prepare all plans, obtain the necessary right-of-way and supervise construction of the project. Certain provisions of the agreement stipulate that the estimated total cost of $400,000 shall be shared by the State and the City on a 75%/25% basis with the City's cost limited to $100,000. The City's resolution states that an initial deposit of $25,000 shall be made prior to award of any contract and the balance is to be paid by annual payments of $25,000 from gasoline tax receipts.

Use Hancock name in release.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

NOTED
TOM EDWARDS

R. L. Porter
State Highway Engineer

Pull from agenda

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary L. Sund
GARY L. SUND
F. B. Crandall
L. H. Young
F. D. Morgan
Frank L. Hall
V. E. Skoog
H. S. Cox
J. B. Boyd

RECEIVED
DEC 20 1971
OFFICE OF
PUBLIC INFORMATION

NOTED
JOHN J. EARLEY

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DEC 21 1971
FOR FILING
7991

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574
W. J. KVARSTEN, *Director*

December 17, 1971

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: L. H. Young

Dear Mr. Porter:

RE: A-95 Review--Hess Creek--Chehalem Creek (Newberg) Sec., Pacific Highway, Yamhill County

We have inspected the preliminary plans which are a part of the final application to the federal agency for this project.

We find the project, as proposed, to be consistent with overall planning for this area.

Very truly yours,

W. J. Kvarsten, Director

BY William L. Shull
Transportation Planner

SHULL/jd

BEN GIFFORD
10/6

cc: December 21, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

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DEC 21 1971
PROGRAM & PLANNING UNIT

NOTED
L.H. YOUNG

RECEIVED
DEC 2[illegible]-71
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7121

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

December 16, 1971

Re: Uncontrolled Mosaic
Hess Creek-Chehalem Creek
(Newberg) Section
Pacific Highway West
Yamhill County
Your File: 911829/323-3

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

This is in reply to your letter dated December 8, 1971, wherein you request detailed maps of the above captioned section in the City of Newberg.

NOTED
F. B. KLABOE

Planning on this project has not been processed to the point that we can supply you with detailed construction drawings. However, we have prepared and are transmitting herewith one copy of an aerial photograph which was taken in July, 1971, on which we have indicated the work proposed under this contract. It does not appear that your crossing gate installation at crossing P-748.2 will be disturbed by our proposed construction.

Bids for this project are scheduled to be opened on June 2[illegible], 1972. Additional information will be submitted to you as they become available.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco w/enclosure

F. B. Klaboe w/copy of SP letter
F. L. Hall "
J. B. Boyd "
F. W. Sugnet "

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

December 8, 1971

IN REPLY PLEASE REFER TO
911829/323-3

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Received notice from Mr. Floyd Query, Secretary, Oregon State Highway Commission that the State Highway Department was proposing to hold a public hearing on January 12 and 13 relative to a one-way couplet through the City of Newberg. The Corridor and Design Hearing Map shows that this highway improvement will include the Main Street crossing P-748.2 on Pacific Highway 99W.

We have been contemplating the improvement of this crossing. However, prior to our final design desire to have detail drawings of your highway improvement at this location. We need these prints so that we will be in a position to determine effect on our property and trackage prior to January 12 date.

Please furnish these detailed maps as soon as possible.

Yours truly,

A W Kilborn

Routing
Morgan
Dozier
Bond
Johnson
RECEIVED
DEC 1971
CONSTRUCTION
DIVISION

RECEIVED
DEC 8 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

File Copy

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7991

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 7, 1971

In reply refer to: 08-35-EC

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

12-8-71
Young

SUBJECT: Oregon Project F-73(-)
Hess Creek - Chehalem Creek Section, Pacific Highway West
Draft Environmental Impact Statement

Enclosed are comments received from our Regional office covering the subject draft statement.

Please consider these comments in preparing the final Environmental Impact Statement for this project. If you have any questions concerning these comments we would be happy to discuss them with you.

Enclosure
Memo, 11-29-71, Env Coord to Div Engr

NOTED
F. B. KLAGGE

RECEIVED
OFFICE OF
LAW ENGINEER

FROM FHWA [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: November 29, 1971

In reply refer to: 08-00.36

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

FROM : I. C. Floyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project F-73(-)
Hess Creek-Chehalem Creek Section
Pacific Highway West
Draft Environmental Impact Statement

Reference is made to your October 27, 1971 memorandum. The draft environmental statement for the subject project has been reviewed by the Regional Environmental Committee. Following are comments for your consideration in preparing the final submittal:

(1) Additional maps showing more detail are desired. The location of such facilities as George Fox College, Publishers Paper Company, Central Grade School, Newberg Public Library, Brown Memorial Chapel, First Methodist Church, Pennington Student Residence Hall, Herbert Hoover historical site, and the city park mentioned in the text could be shown to better acquaint the reviewer with the project area.

(2) Status of the improvement should be indicated. It is not readily apparent whether the State is preparing for a Location or Design Public Hearing.

(3) Pages 1-2, PROJECT DESCRIPTION: Existing width of First Street is not indicated. The ultimate right of way contemplated should be given. Also, traffic volumes, both current and for the Design Year, should be provided, per PPM 90-1.

(4) A section describing present and projected future land use development should be provided in the final submittal.

(5) Pages 4-7, PROBABLE IMPACT OF PROJECT ON ENVIRONMENT: The impact of routing through traffic from First Street to Hancock Street, apparently a residential neighborhood, is not discussed in sufficient detail. This is noted as an irreversible and irretrievable commitment on page 10. Also, the impact during construction (air, noise pollution) warrants consideration.

There are no officially recognized FHWA Noise level standards. We do not favor inclusion of recommended noise level criteria such as those recommended by the Highway Research Board, pending completion

-more-

RECEIVED
DEC 1 1971
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-614

and issuance of such standards as required by PL 91-605, Section 136(i), Federal-aid Highway Act of 1970. This comment is not intended to discourage the taking of noise level readings or predicting the expected noise levels based on estimated traffic volumes.

It is noted Pacific Highway West carries a heavy load of log and chip trucks. Westbound trucks approaching Newberg from easterly points would be rerouted over Hancock Street. This truck traffic could be substantial, and the noise impact at Central School would rise accordingly, depending on the traffic composition during school hours. Therefore, we question the comment on page 6, which indicates trucks would be occasional exceptions as part of the traffic composition on Hancock Street.

If noise level studies were conducted in relation to existing residences on Hancock Street, this type of information would be desirable data to include in the final environmental statement. The draft environmental statement does not comment on noise levels during construction and ways in which such noises could be reduced. Perhaps the final submittal could elaborate on this aspect of noise abatement. Consideration could be given to restricting construction operations at night by utilizing and enforcing construction noise specifications.

(6) Page 7, PROBABLE ADVERSE ENVIRONMENTAL EFFECTS: Routing of through traffic from First Street to Hancock Street should be discussed as one of the adverse impacts. Also, it should be noted that a certain period of time must lapse after a project is opened to traffic before it can be ascertained whether a segment of highway is safer for pedestrian and motorist cross-street movements. This adjustment period for motorists and pedestrians needs recognition if the comment on safety is to be retained in the final environmental statement.

(7) Pages 8-9, under ADVERSE NOISE: It is suggested the reference to "recommended criteria" and "criteria" be deleted from this section.

(8) The text discussing noise levels at various sites suggests that both $dBA_{(50)}$ and $dBA_{(10)}$ data may be included (pages 6 and 9). The noise level measurements and predictions in the chart should indicate whether the levels will be exceeded 10% or 50% of the time. A $dBA_{(50)}$ level for Pennington Hall may be considerably lower than the 68 dBA indicated.

(9) Pages 9-10, ALTERNATIVES: The alternative of reconstructing and widening of First Street is not discussed. Also, in the discussion of Alternate 2, insufficient data is given concerning disruption to a number of dwellings and overcomplication of the street network by the possible extension of Hancock Street easterly until it intersects with U.S. 99W.

-more-

It would appear that such an alternate may warrant additional evaluation, since it would reduce peak noises associated with the deceleration, acceleration and shifting of gears from 99W traffic, which would have to make a right turn at First Street and River Street, then a left turn at River Street and Hancock Street. This area (River Street-Hancock Street intersection) is predicted to have the highest expected noise level, 68 dBA. Therefore, it would be desirable to expand on the discussion as to why it is not feasible and prudent to extend Hancock Street easterly to connect with U.S. 99W.

(10) As a general observation, perhaps a brief description of future projects in the near vicinity of Newberg is warranted. Presently, U.S. 99W is a four-lane facility immediately southwest of Newberg. If the State plans to connect this project with the four-lane section just southwest of Chehalem Creek in the near future, then this draft environmental statement should have been expanded to include the short segment omitted. Reference is made to PPM 90-1, paragraph 6. PROCEDURES, page 4.

RECEIVED
DEC 2 - 1971
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7991

MEMO TO FILES

December 1, 1971

Re: Newberg Couplet
1st & Hancock Streets
Pacific Hwy. West 1W (US 99W)
City of Newberg

: George Baldwin
R. L. Porter
Tom Edwards
F. B. Klaboe
G. L. Sund
Victor Wolfe
L. H. Young
D. H. Moehring
Floyd Query
J. B. Boyd

The subject matter is one of many meetings, discussions, correspondence, etc., as to the routing, cost participation, and related items to bring the project to reality.

On Monday, November 22, 1971, I met with the City Council and approximately 25 interested citizens to discuss the State's proposal for utilizing 1st & Hancock Streets and other alternate routing within or near the City of Newberg.

Various questions were asked as to costs, right-of-way, signalization, adjacent properties, railroads on or near the project, and other matters of concern. The Council approved the 1st/Hancock Couplet, confirmed the approval of the agreement pertaining to the project, and requested we proceed with setting of the necessary hearing and related matters to bring the project closer to reality.

The agreement will be on the Highway Commission agenda for the January 11, 1972 meeting.

The combination hearing has been set for the middle of January and all signals should be "go" in that regard. The dates and places are as follows:

NOTED
F. B. KLABOE

Informal Informational Sessions:

Room 14, 1st Floor, Newberg City Hall
Wednesday, January 12, 1972 (2p.m.-10 p.m.)
Thursday, January 13, 1972 (10 a.m. - 5 p.m.)

Formal Hearing

City Council Chambers, 2nd Floor, Newberg City Hall
Thursday, January 13, 1972 (7:30 p.m.)

I trust the foregoing is agreeable to those persons involved and I will proceed on this basis unless I hear to the contrary.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt

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DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO: D36 Your reference: Hess Creek-Chehalem Creek Section, Pacific Highway West, Yamhill County

7991

NOV 23 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

The Draft Environmental Impact Statement for the above referenced project, received with your letter dated October 22, 1971, has been reviewed by our staff. We know of no public recreation areas, projects, or proposals that would be adversely affected by this highway project. The statement, as it relates to our programs and interests, appears to be adequate. We suggest that bicycle lanes be considered for inclusion in this project. Such a facility may help combat congestion by allowing people an alternate means of traveling within the downtown area.

Sincerely yours,

Maurice H. Lundy
Regional Director

cc:
David G. Talbot

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NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cpy
McCallum
Talbot
Young 11-24-71

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 18, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-73(-)
Hess Creek-Chehalem Creek Section
Pacific Highway West
Draft Environmental Impact Statements

We have reviewed the draft statements submitted with Mr. Asburry's October 21 letter and the only suggestion we have for implementation in the final Environmental Impact Statement is amplification of the Section on Page 5 concerning right of way.

Although only small land acquisitions may be necessary the affect of the acquisition on the adjacent property should be discussed. For example, it appears that substantial taking will be necessary from the front yard of a two-story dwelling at River and Hancock.

11-22-71
REFERRED TO
Young
ASST. STATE HWY. ENGR.

RECEIVED
NOV 19 '71
OFFICE OF
STATE HWY. ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

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EXECUTIVE DEPARTMENT

11-11-71

PROGRAM PLANNING DIVISION

306 PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

November 5, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Hess Cr.-Chehalem Cr.
(Newberg) Sec.
PNRS #71.0482

NOTED
E. B. KLABOE

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

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NOV 2 0 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 - 1971
FOR FILES
7991
NPPEN-EQ

4 November 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Draft Environmental Impact Statement (Hess Creek-Chechalem Creek Section) and do not identify specific actions in areas for which we have jurisdiction. We therefore will not comment on the proposed project.

Sincerely yours,

CHARLES B. BRINKLEY, JR.
Lieutenant Colonel, CE
Deputy District Engineer

bc: G. M. Baldwin
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
G. L. Sund
V. D. Wolfe
Frank Hall
J. B. Boyd
L. H. Young
*F. B. Crandall
*Please proceed on Villa Rd. agreement.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 4, 1971

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon 97132

First and Hancock Couplet
Pacific Highway West, 1W (US 99W)

Dear Sir:

Your telephonic discussion and letter of November 2 advising of the Council's decision to delay action on the proposed Newberg Couplet until their November 22 meeting will, as I explained, most likely set the hearing back until early 1972 due to various rules and regulations of advertising and related matters pertaining to hearings, re-study of City requests on traffic signal installations, etc.

It may be possible to withhold installation of some of the proposed signals; however, this is subject to further study of traffic projections, safety, movement of cross-traffic, etc.

The right-of-way concern on the west end of the couplet, as to whether City or State ordinances, will have to be determined, but in no event should any dealings be made prior to any hearings and/or approvals as this would make a significant difference in the financial arrangements.

NOTED L. PORTER

You verbally requested information as to the possibility of utilizing Second Street as a leg of the couplet. Pursuant to previous studies of various alternates, I will relate why this was not chosen.

Second Street would conflict with extensive commercial development on the westerly end. The easterly end would interfere with the historical site of the Herbert Hoover boyhood home, as well as have an adverse effect on the city park and add an additional railroad crossing within the city.

The other matter of the Villa Road and 99W traffic signal to be constructed under the 75% State, 25% City cooperative plan will be referred to our Traffic Section for preparation of an agreement on this basis, without the use of TOPICS funds.

Please consider the foregoing at the November 22 Council meeting, determine if you are willing and able to proceed with this proposal, and in any event, advise us of the City's position.

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By D. N. Harwell

D. N. Harwell, Coordinating Engineer
County and City Section

Form E-123

DNH:mm

7991 Newberg

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

November 2, 1971

Mr. Don N. Harwell
Coordinating Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: One Way Couplet
Villa Road Signal

Dear Don;

The Council has postponed formal action on the one-way couplet until November 22nd.

For your information, there was only one person at the Council meeting that opposed using Hancock Street as the couplet. He wanted it changed to Second Street.

Two members of the Council requested a little more time to study the plan before voting.

Confirming conversation at the meeting held last week, the Council suggests that traffic control signal installations be omitted at First and Main, First and College, Hancock and Main and Hancock and College. Also the railroad signals for Publisher Paper Company be constructed by them at their cost.

In the matter of acquiring property on the West end of the couplet, the City would probably be in a better position to acquire this than the State.

The sidewalk on the West side, between Hancock Street and First Street can be eliminated.

X-ref The traffic signal installation at Villa Road and Highway 99W was approved by the Council. The Mayor and I will sign the agreement for the 75/25 cooperative installation.

Sincerely,

M. C. Gilbert
Finance Officer

MCG/ch

bc: George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
Frank Hall
F. B. Crandall
J. B. Boyd

RECEIVED
OCT 29 1971
STATE PLANNING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7991

October 29, 1971

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon 97132

First and Hancock Couplet
Pacific Highway West (US 99W)

Dear Sir:

In response to the requests of various members of your Public Works Commission at our meeting of Wednesday, October 20, I will attempt to relate the State's position on these matters of concern.

A copy of the mosaic is herewith enclosed for City's study and review, this being a replica of the one we used last week and which will be used at the pending hearing.

The proposed locations of traffic signals on the pending project are as follows:

Hancock Street at Main Street and also at College Street.

First Street at Southern Pacific Transportation Company's railroad, Main Street, Publisher Paper railroad spur, College Street, and River Street.

Tentative estimates of costs on the proposed signal installations or revisions of existing installations are:

Hancock @ Main	$12,500
Hancock @ College	12,500
First @ SPRR	5,000
First @ Main	2,500
First @ Publisher Paper RR	25,000
First @ College	500
First @ River	5,000

NOTED
TOM EDWARDS

These matters as well as those of sidewalk elimination at the west end adjacent to SPRR, future property exchange, and other items of concern should be part of the City's statement at a public hearing.

Form E-123

The foregoing appears to be somewhat vague; however, until a hearing is held and testimony received and studied, it would be extremely difficult to determine specifics.

Please review this matter at your Council meeting of Monday, November 1; determine the City's position; and report your findings to this office at the absolute earliest possible to enable us to set the necessary hearings.

The Villa Road @ 99W signals, as proposed, are estimated to cost approximately $23,000 for a three-phase traffic actuated signal; and if it is the City's desire to utilize TOPICS funding on this and supplement with local funds, a letter to this effect should be sent to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm

Encls: Mosaic

RECEIVED
OCT 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 2 - 1971
FOR FILING

CITY OF NEWBERG

NOV - 1 1971

414 EAST FIRST STREET
TELEPHONE 538-9421
NEWBERG, OREGON 97132

7991

October 28, 1971

Metropolitan/Regional Clearinghouse
Mid Willamette Valley Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Re: A-95 Review - Hess Cr. - Chehalem Cr.
(Newberg) Sec. Pac. Hwy W, Yamhill Co.

Dear Sir:

In reply to your letter of October 26, 1971, regarding the above matter, I wish to acknowledge that this project was instigated by myself, as Mayor of the city of Newberg, along with several councilmen, Yamhill County State Representative Tony Meeker and the city of McMinnville Chamber of Commerce. It is felt this project is of necessity for the future street planning within the city including commercial development of the properties in the present downtown section of the city of Newberg.

It was also felt the project was necessary in so far as the over all highway problem of Yamhill County, this being the heavy coast highway traffic through Newberg and the effect it is having on the entire county.

I therefore trust the Council of Governments will act favorably on this project.

Very truly yours,

NOTED
F. B. KLABOE

Jack C. Nulsen, Jr.
Mayor

JCN/pen

cc: December 2, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

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PROGRAM & PLANNING
DIVISION

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NOTED
STATE OF
R. D. ASBURY ENGINEER

RECEIVED
FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7991

October 27, 1971

Rep. Anthony Meeker
110 Rosedale
Amity, Oregon 97101

Dear Tony:

The proposed one-way couplet on the Pacific Highway West in Newberg is a project in which you have previously expressed some interest as I recall, and I am therefore enclosing for your information a copy of a recently drafted Environmental Impact Statement for this project. It is my understanding that a corridor-design hearing will be held on this proposed project during the early part of December.

Congratulations on your election to the chairmanship of the Advisory Committee to the State Land Board. I trust that your involvement with estuaries and navigable streams, etc. will not cause you to lose interest in highway matters.

Kindest regards.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:ob

Enc.

b/cc - R. L. Porter
Tom Edwards
F. B. Klaboe
Gary L. Sund

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OCT 26 1971
FOR FILE
7991

MEMO TO THE FILES
10/22/71

Re: Newberg Couplet
Hancock & 1st Streets
Pacific Hwy. West 1W (US 99W)

Per request by City, I met with the Public Works Committee on Wednesday, October 20, to discuss the proposed coop. construction-finance project in Newberg on the one-way couplet.

They were very receptive to the proposal as outlined and will consider the matter at their regular Council meeting on Monday, November 1.

The City requests the following data prior to the meeting, for their review and discussion:

1. Mosaic showing proposal.
2. Location and cost of proposed signalization installation and/or revisions.
3. Consideration of sidewalk elimination on the west end of project adjacent to railroad.
4. Future property exchange consideration on west end with Meyer parcel (see mosaic).
5. Possible elimination of signal and use of stop signs on cross streets.

In regard to the foregoing request, the mosaic could be provided by Mr. Wolfe; the signals most likely to be considered on Hancock Street are at Main and College Streets, and those on 1st Street are at both railroad crossings, Main, College and River Streets.

The above should be considered at the earliest convenience, and some answer given to this office for reply to City prior to Monday, November 1 Council meeting, at which time they will decide on the matter and determine if we may schedule a hearing for early December.

D. N. Harwell
ljt

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
cc: B. B. Klaboe
Victor Wolfe
F. L. Hall
J. B. Boyd

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OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 8 1971
FOR FILING

bc: George Baldwin
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

7911

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 20, 1971

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon 97132

Re: Couplet Proposal
Hancock and 1st Streets
Pacific Highway West

Dear Mr. Gilbert:

Herewith are four copies of an agreement for a pending cooperative finance-construction project relating to the proposed one-way couplet lying between Hess Creek and Chehalem Creek within the City of Newberg. This couplet will utilize Hancock Street and 1st Street as legs of the couplet on the Pacific Highway West (US 99W).

The estimated cost of this project is approximately $300,000 to be based on a 75% State, 25% City cooperative construction basis with City's cost not to exceed a maximum of $100,000. The agreement has so stipulated that City's payments shall be made on an annual basis based on date of award of any contracts related to this project. The $300,000 cost includes right-of-way, grading, base, paving, curbs, sidewalks, new signal installations and/or revised signal installation including the railroad crossing at the westerly end of the project.

We will attempt to set a hearing on this matter during the month of December, 1971, if this meets with your approval. Your earliest consideration of these agreements and return of three executed copies along with a resolution authorizing signatures thereto would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Encl.

OCT 12
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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OCT 6 - 1971
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7991

10-6-71 ① eliminate E-F from project.
② City to pay share & agree to existing boundary & share of O-C; C-D & D-E

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1971

NOTED
F. B. KLABOE

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Cooperative Construction-Finance Agreement
Hess Creek-Chehalem Creek Section
Pacific Highway West, 1W (US 99W)
City of Newberg

I contacted Mr. Myrland Gilbert, City Recorder, regarding subject matter which is proposed as a cooperative project on a basic 75% State, 25% City basis, with Newberg's cost not to exceed $100,000.

Mr. Gilbert was informed of our proposal to schedule a hearing in November based on City's ability and willingness to participate on the revised alignment and cost estimated at approximately $410,000.

I related our proposal (see attached exhibit) as outlined, section by section, with the overall estimate of $410,000 (B-F), which Mr. Gilbert immediately objected to as he felt any work on the existing facility should be non-participating.

If we were to construct the proposed project on the participating basis of 75%-25% on only River, Hancock, and the new connection, State's portion of cost would be approximately $345,000 rather than $310,000, and City would pay approximately $65,000 (B-E) rather than the original $100,000.

Would you please review this and determine what course of action and contact with City you desire.

I believe the City proposed that their portion of project costs would come from increased auto license fees (out) and are now considering gas tax revenues (Mayor opposed), so it is questionable whether they will want to proceed; however, they would like something by letter as to State's proposal for consideration by Council.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:mm
Att: Estimate

cc: R. L. Porter

Please discuss.

RECEIVED
OCT 7 1971
HIGHWAY ENGINEER

GPO 52479-734

E-F
Widen Extg.

nd P	$115,000
	---
als	15,000
al	$130,000

D-E
Const. 42' Curb Section

G and P	$115,000
R/W	25,000
Signals	5,000
Total	$145,000

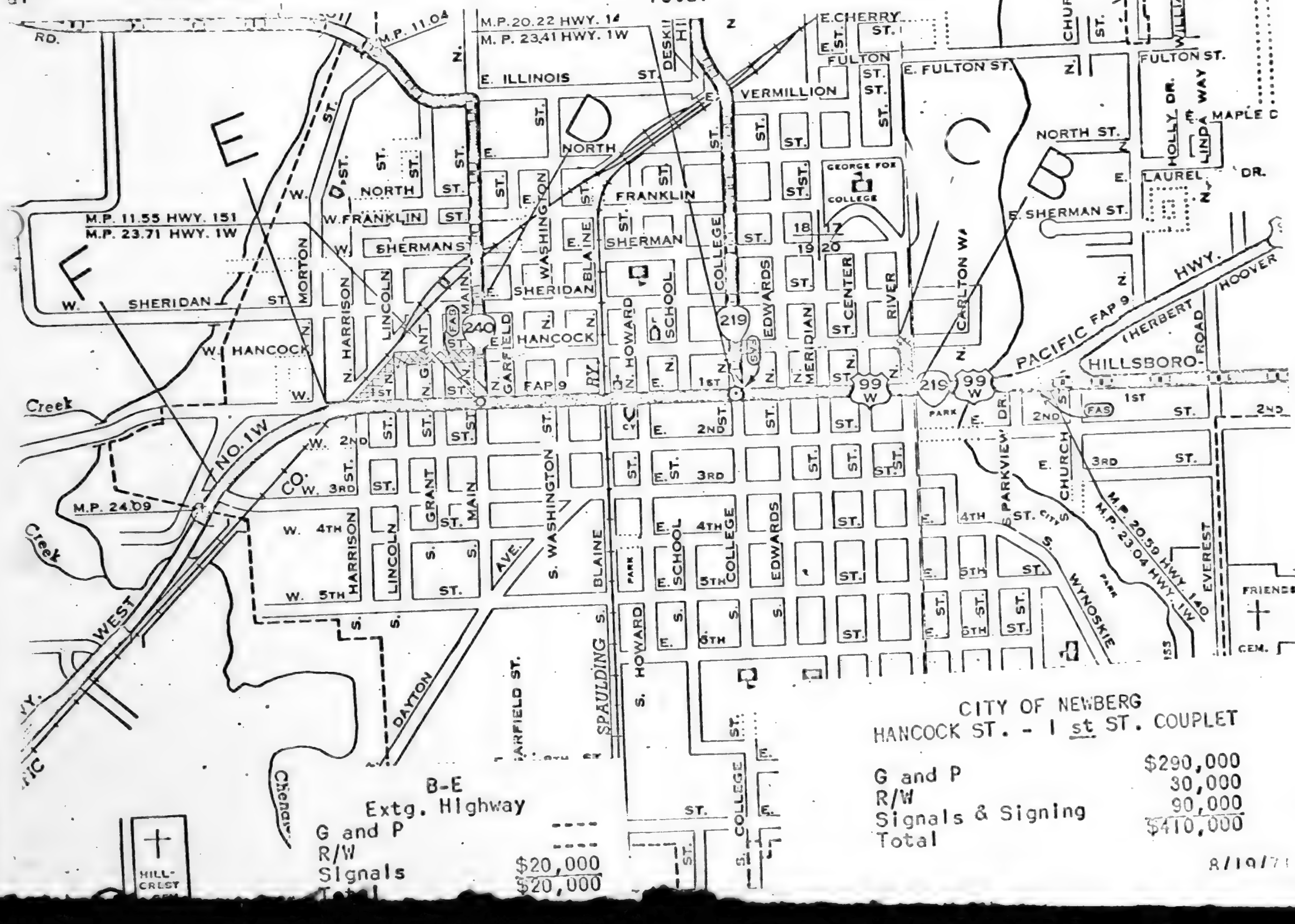
C-D
Extg. 42' Curb Section
Overlay 1"

Cl. "E" Mix	$10,000

R/W	45,000
Signals	
Total	$55,000

B-C
Const. 42' Curb Section

G and P	$50,000
R/W	5,000
Signals	5,000
Total	$60,000



B-E
Extg. Highway

G and P	---
R/W	---
Signals	$20,000
Total	$20,000

CITY OF NEWBERG
HANCOCK ST. - 1st ST. COUPLET

G and P	$290,000
R/W	30,000
Signals & Signing	90,000
Total	$410,000

8/19/71

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SEP 9 - 1971

FOR FILING
FORM E-30 (REV. 10-69)
7921

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

September 3, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Coop. Construction-Finance Agreement Draft
Hess Creek-Chehalem Creek Section
(1st & Hancock Couplet)
Pacific Highway West #1W (US 99W)
City of Newberg

On July 29, a suggested agreement regarding subject matter was forwarded to you on the alignment utilizing a new crossing of Southern Pacific Transportation Company in west Newberg.

Subsequent studies have revealed a cost of some $700,000+ for this proposal, whereas a route connection between Hancock and 1st on the easterly side of Southern Pacific Transportation Company tracks is estimated to cost approximately $410,000+.

The agreement, attached, has been revised per the $410,000+ project, and is currently being considered for a June, 1972 bid letting, based on public hearings, right-of-way acquisition, available monies, etc.

Please review and forward via Design and/or Planning and Programming to this office for final preparation and submission to Newberg, and I will set the hearing, if all in favor, for a late date in October or early November.

H. S. Cox
County and City Engineer

By

D N Harwell

D. N. Harwell
Coordinating Engineer

DNH:ljt

Att.

Ref'd to Hall
is check & forwarded
to COX 9-8-71

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*32475-734

SEP 7 - 1971

7991

PREFIX NO. 36-1426

LOCATION PROSPECTUS
HESS CREEK-CHEHALEM CREEK SECTION
PACIFIC HIGHWAY WEST
YAMHILL COUNTY

HIGHWAY: Pacific West. State Primary No. 1; Federal-aid Primary No. 9.

TERMINI: Mile Point 23.06 to Mile Point 24.09.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for construction of a one-way couplet in the City of Newberg. Soils investigations will be conducted. Drainage problems are not anticipated. A reconnaissance was made in August 1968. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 9,200; projected ADT is 17,500.

STANDARDS: One-way couplet.

TYPICAL SECTION: New construction will be 44-foot curbed section. Existing 42-foot curbed section will not be changed.

ACCESS: Not controlled.

MATERIAL: Commercial or State sources.

UTILITIES: Routine utility adjustments may be necessary.

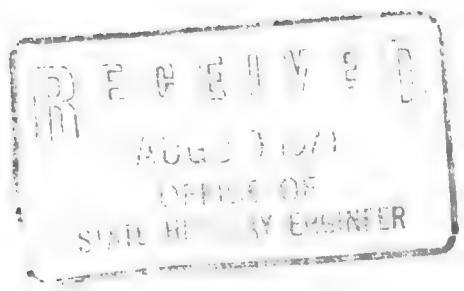
AGREEMENTS: Agreements with the City of Newberg and with the Southern Pacific Railroad Company will be necessary. A PUC hearing will be required and an opportunity for a public hearing will be offered.

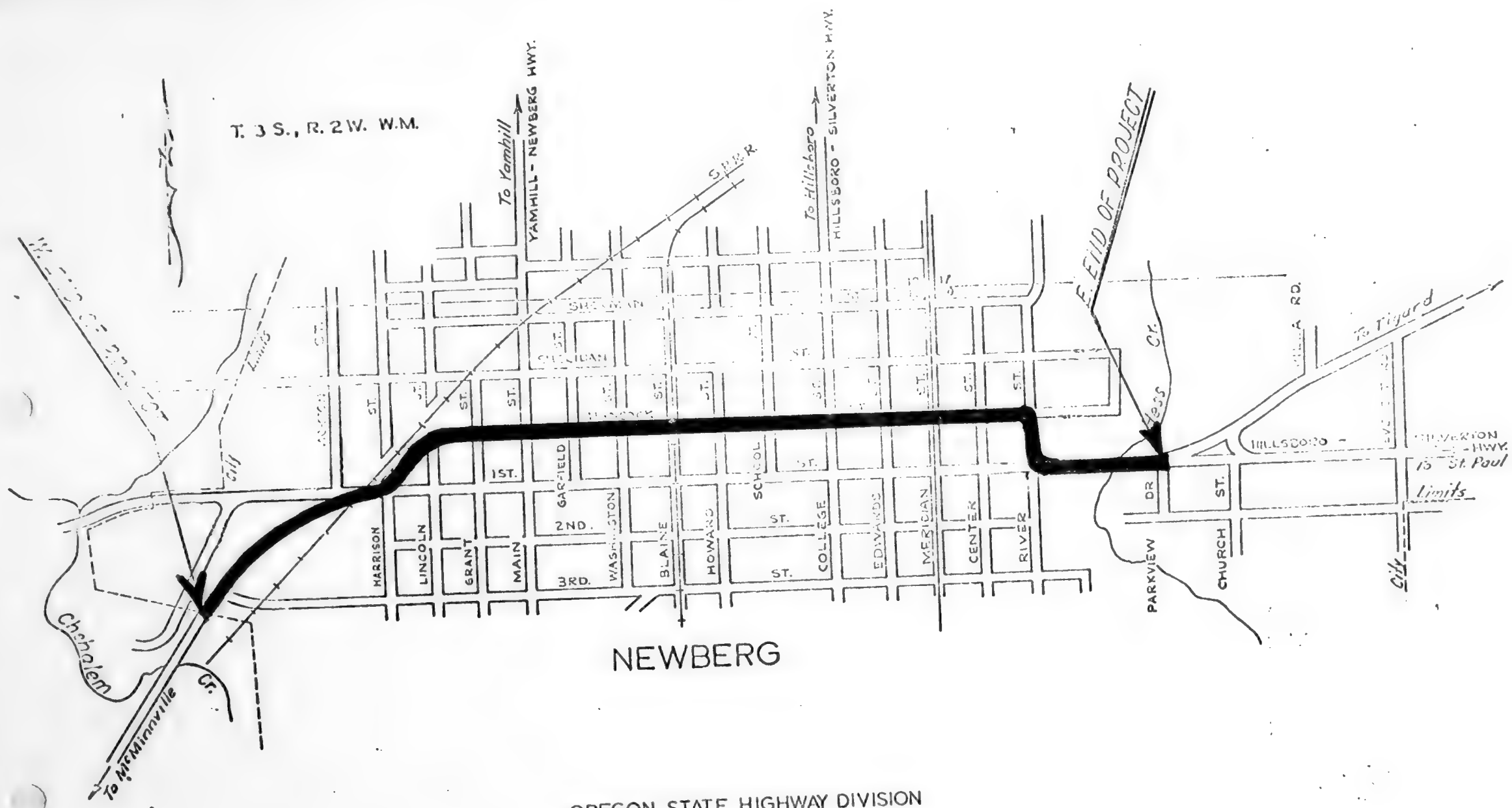
ADD'L FACILITIES: At grade crossing of the Southern Pacific Railroad.

PARKS: None affected.

August 17, 1971
Attachment
cc's: Second page

cc: Federal Highway Administration (3)
J. B. Boyd (4)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
J. C. Owens
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)





OREGON STATE HIGHWAY DIVISION

PROSPECTUS MAP

HESS CR. - CHEHALEM CR. (NEWBERG)

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

RECEIVED
AUG 3 - 1971
FOR FILING

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
July 29, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Coop. Construction-Finance Agreement
Hess Creek-Chehalem Creek Section
One-way Couplet
Pacific Highway West #1W (US 99W)
City of Newberg

In reference to subject matter and the meeting of July 8 with Newberg City Officials, herewith is a proposed coop. construction-finance agreement for the one-way couplet on 1st and Hancock Streets in Newberg between Hess Creek and Chehalem Creek on Pacific Highway West (US 99W).

The stipulation of $400,000 maximum cost to the City is written in the agreement as well as designation of one-way streets and closure of River Street.

Please review and if approved, return to this office for further processing and forwarding to City for approval.

The hearing has been tentatively set for Wednesday and Thursday, September 29 and 30, 1971; however, it appears that Design Section may not be ready at that time.

H. S. Cox
County and City Engineer

By D. N. Harwell
D. N. Harwell
Coordinating Engineer

DNH:lit
Att.

8-2-71
Don - this is not correct. City will pay $100,000 - when ent is let
$25,000 a year for the 25,000 - left 3 yrs. Please get further statute. Before me returning. Thx Don

RECEIVED
JUL
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUL 19 1971
FORM E-30
OR FILING

7991

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 16, 1971

SUBJECT:

To: MEMO TO THE FILE

Mr. Porter, Don Harwell and the undersigned met with the Mayor and other members of the Newberg City Council at Newberg on July 8 to explore possibilities of improving traffic congestion in the Newberg Central Business District.

After considerable discussion, they advised us as follows:

1. Route A-B-C should be used at the east end of town. We agreed to this plan.

2. Either proposal was satisfactory for the west end of town. We prefer route D-F because of the poor angle that D-E-F connects with 1st Street adjacent to the railroad. Gate protection should be provided for both crossings but predictors are probably unnecessary. A check will be made of the right-of-way we own in this area before a final decision is made.

3. An overlay will be required on Hancock to bring the surface up to adequate structural requirements.

4. The City has $100,000 available as their share if payment can be spread over four years (first payment due before contract is awarded).

5. Construction of a second bridge across the Chehalem Creek cannot be financed at this time.

6. If Commission approval is secured, we will try to contract the work (using federal aid) next May.

Instructions:

Mr. Hall - please provide up-to-date estimate for route A-B-C-D-F.

Mr. Cox - please draw up an agreement for route A-B-C-D-F in accordance with this memo.

Mr. Young - please place this on hearing schedule for September.

F. B. Klaboe
Assistant State Highway Engineer

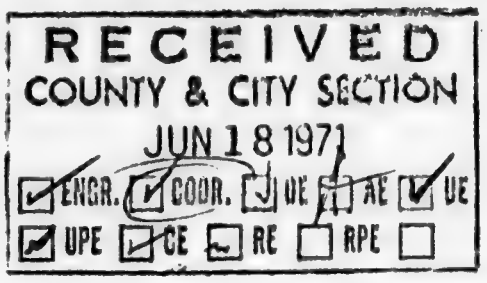
FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
L. H. Young
H. S. Cox
J. B. Boyd

B/up 7/8

MEMO TO THE FILES
June 17, 1971

Couplet Proposal
Pacific Highway West (US 99W)
City of Newberg



The matter of constructing a couplet within the City of Newberg has come up again and again and at the latest contact with City (Mr. M. C. Gilbert) on Thursday, May 27, 1971, he indicated they wanted to meet and discuss this matter among themselves prior to any meetings with State.

He suggested sometime late June or early July he would contact this office in that regard.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:lat

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
R. D. Asburry

NOTE: 6-22-71 = Delegation led by Rep. Tony Meeker met with Hwy Comm & Jackson asked Admin. to review

6-23-71 = M.C. Gilbert called & requested Hwy Div. personnel meet with City on Thursday (12 noon) July 8, 71, at Bowman's Cafe in Newberg. He specifically wants to know will we give extended payments, will we use Federal Funds & if so can their 25% be against the States 40% match? etc.

Dm.H.

Mr. Porter &/or Mr. Klaboe will handle DmH.

RECEIVED
JUN 30 1971
FOR FILING

7921

Salem, Oregon 97310
June 29, 1971

Mr. L. H. Young
Program & Planning Engineer
B U I L D I N G

Please place the Newberg couplet on Federal Aid Program XII. The total cost of the project is estimated to be $800,000 and 25 percent of it should be allocated to the City of Newberg on a cooperative basis. This $800,000 should be subtracted from the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards

RECEIVED
JUL 21 1971
FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation Dale G. Schumacher, McMinnville Chamber of Commerce, and others,
Date June 22, 1971 re construction of a bypass or couplet
Time 10:15 a.m. for the Pacific Highway West in the City of Newberg.

Name	City or Town	Capacity
Tony Meeker (spokesman)		
J. H. Stanard	McMinnville	
C. C. Meisel	"	
G. Vinton	"	
Jack Nulsen	Newberg	
Wm. Blum	McMinnville	
Dale Schumacher	"	

PORTLAND
CHAMBER OF COMMERCE

824 S.W. [illegible]
[illegible]

June 17, 1971

Representative Tony Meeker
Amity, Oregon

Dear Representative Meeker:

The Roads and Highways Committee of the Portland Chamber of Commerce understands that the State Highway Commission will soon be considering the status of Highway 99W.

As you well know, there is a tremendous week-end crush of vehicles from the Portland region to the coast, and 99W constitutes a major artery carrying this traffic.

Further, 99W obviously carries a substantial portion of the Portland/Corvallis, Portland/Eugene traffic. A view of the highway after a university athletic event will confirm this statement.

It is apparent that the increasing traffic on the Freeway #5 is causing overflow on to 99W. In view of these facts and the historical north/south vehicular traffic growth, we earnestly support your promotion of an improved 99W.

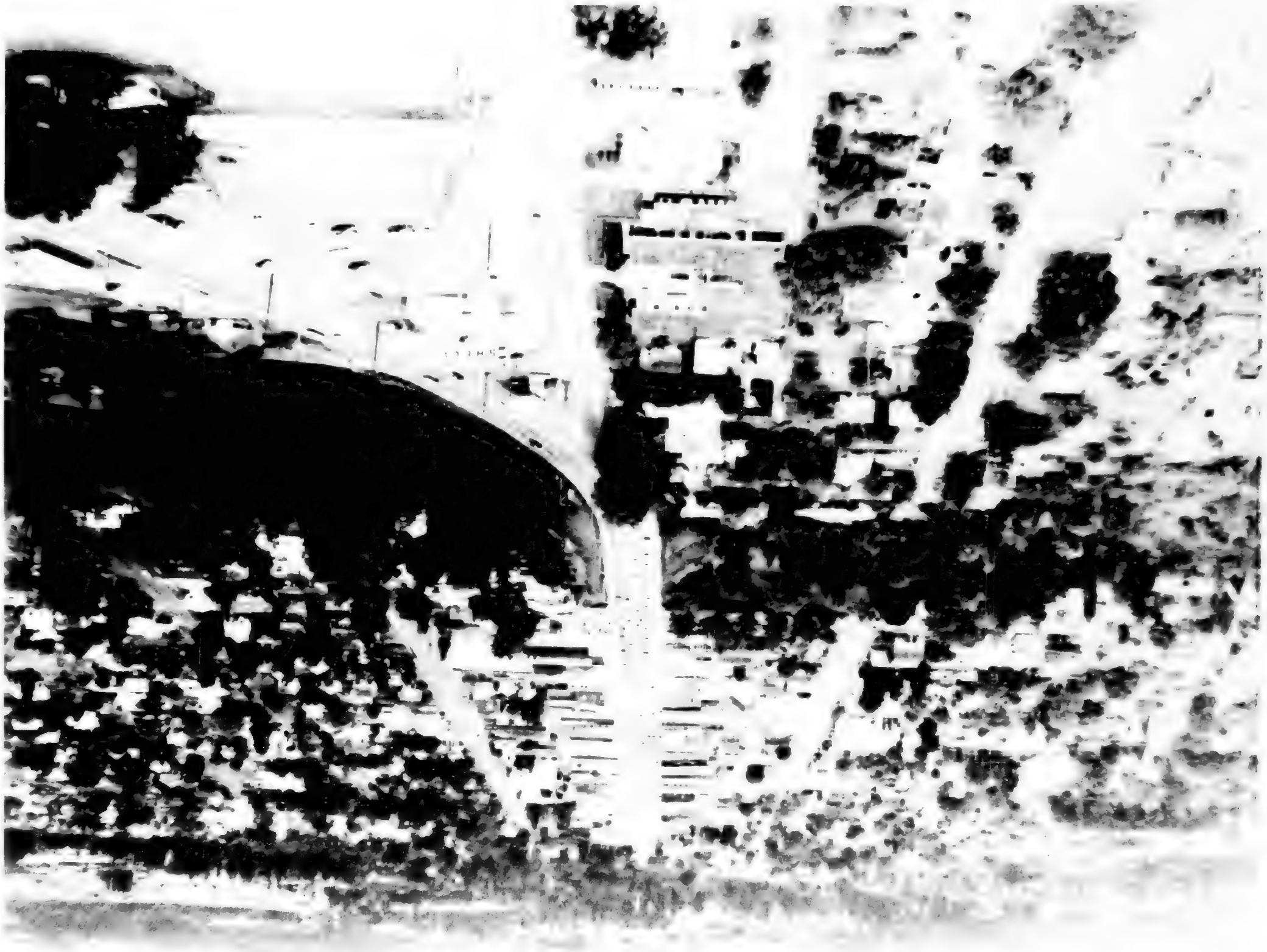
Sincerely,

Jay J. Killeen
Secretary
Roads and Highways Committee

JJK/dj

[illegible]
TOM EDWARDS

cc: Dale Shumacher, McMinnville Chamber of Commerce



RECEIVED
APR 16 1971

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Victor Wolfe
R. D. Asburry

OREGON STATE HIGHWAY DIVISION

7991

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 15, 1971

Finance Officer
City Hall
414 East First Street
Newberg, Oregon 97132

Re: Couplet Proposal
Hancock & First Streets
Pacific Hwy. West (US 99W)

Dear Mr. Gilbert:

Reference is made to the City of Newberg's request for State's consideration of establishing a one-way couplet system on SJW within the City, utilizing Hancock and First Streets.

In 1968, this matter was considered and studies were made, and a letter to you of July 8, 1968 indicated our position in its regard.

On March 9, 1971, a delegation from Newberg met with Mr. R. L. Porter, State Highway Engineer, and requested a reactivation of the couplet proposal.

The State has updated the proposal to include the latest cost estimates of alternate routing and has established the alternates as costing between approximately $400,000 and $800,000, based on a cooperative venture of 25% City and 75% State cost participation, with State's desire to utilize the $800,000 proposal of extending Hancock Street easterly across Hess Creek and westerly across the Southern Pacific Transportation Company tracks as the best long range plan.

Pursuant to your letter of April 7, 1971 to Mr. R. D. Asburry, and our discussion of April 13, 1971, the foregoing should provide you with data to review and discuss with us at a suggested meeting in Newberg with you and City officials, regarding financing, time element, hearings, approvals, etc., related to this type of proposal.

Very truly yours,

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:ljt

Newberg Complete

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

RECEIVED
APR 8 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

April 7, 1971

Mr. R. D. Asburry
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Newberg - Two Way Grid

Dear Mr. Asburry;

Please advise all data and costs as brought up to date on the two way grid plan for Hancock Street and First Street for Highway 99W traffic.

This was to have been discussed with members of the City Council, but we have had problems in setting a date satisfactory to all.

Thank you.

called Gilbert 4-13-71 he would set meet to meet to discuss Dmh

RECEIVED
COUNTY & CITY SECTION
APR 12 1971
☐ ENGR. ☑ GEOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Very truly yours,

M. C. Gilbert
Finance Officer

ch

Discussed with Gilbert 4-13-71
1 - Reply for Mayor
2 - Cost - routes
3 - % obligation
4 - Gas Tax Twin Rivers

cc Harold Coil says you will have letter furnish date to see Mr. Dmh

cc: to all ✓
see reply of 4-15-71
Dmh.

RECEIVED
MAR 11 1971
FILE FILM
7991

Salem, Oregon
March 9, 1971

F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

On this date, the following people from the City of Newberg requested a reactivation of the Hancock Street couplet.

Dick Hoy
Jack C. Nulsen, Jr., Mayor
Ken Austin
C. N. Windsor

They also asked for Highway Division planning on a Newberg bypass.

I told them that we would update the Hancock Street plan and would discuss this with them in the immediate future. Please have Mr. Cox take care of this. The City wants to undertake a cooperative project at an early date. While I gave them no commitment, I said we would bring the estimate up to date and advise them as to the level of funding necessary.

Please have someone prepare a reconnaissance study for a practical bypass of Newberg. This might include backing southerly to Dayton Junction and staying on the river side of the Southern Pacific railroad or we might consider extending the existing route northerly at Chehalem Creek, following the railroad and connecting with US99W somewhere between Spring Brook Road junction and the foot of Rex Hill. These two suggestions are simply wild dreams and are not meant to preclude the consideration of anything else that might be feasible. This work should be given reasonable priority, although it is not intended that it be done on a crash basis.

RLP:fn
cc Tom Edwards
Victor D. Wolfe

R. L. Porter
State Highway Engineer

RECEIVED
MAR 18 1969
FOR FILE
7971

March 17, 1969

Mr. Levi T. Pennington
1000 Sheridan Street
Newberg, Oregon 97132

Dear Mr. Pennington:

This is in response to your March 12 inquiry. The highway location between Newberg and Pacific City has not been resolved. As you undoubtedly know, there are objections to all suggested locations and we have no information as to when the matter may be decided. 71-56

The City of Newberg asked the Highway Commission to consider the use of Hancock Street as a couplet in connection with First Street, this [illegible] to be used as an expedient to alleviate existing conditions. It is felt that the ultimate solution is some type of bypass and no positive action has been taken on the couplet pending further study of the bypass problem.

I hope that these answers are not specific and probably do not supply the information desired; however, the subjects are not classified and if you feel we could furnish more detail, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
R. D. Asburry
L.W. Rulien

LEVI T. PENNINGTON
1000 SHERIDAN STREET
NEWBERG, OREGON
97132

REFERRED TO
Admin
BY SECRETARY

March 12, 1969.

State Highway Commission,
Salem, Oregon. 97301.

Gentlemen:--

I own a place at Woods, a short mile above Pacific City on the Big Nestucca River, and a man wants to buy it. And it is felt that the location of US101 in that area is going to make a difference in the value of property in the Woods-Pacific City area.

If it is not giving away information that is to be held secret, I would like to know if it has been settled as to whether that highway is to go down the sand spit or is to cross the river somewhere above the Pacific City bridge. If it has been settled and the information has been given out while I have been away and have missed it, I'd like to know what the decision is.

You have been very kind in time past in giving me information I have wanted and sometimes have needed. I'd like to ask one more question. I have been informed that some day First Street in Newberg and Hancock Street, the stree next north of First and the street next south of Sheridan, where I live, will each be a one-way street; and stop signs have been placed on streets crossing Hancock as well as First. Does this meen that the change to one-way streets is likely to occur soon and if so, when? Or is this still undecided or a "state secret?"

Assuring you that I shall be grateful for any of this information that you are at liberty to give, I am

Sincerely yours,

Levi T. Pennington

Levi T. Pennington.

I'm not in the real estate business nor connected with any newspaper, so I am seeking this information not for speculation nor publicity, but just for my own enlightenment.

RECEIVED
MAR 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1968
FOR FILING

7991

MEMO TO FILES
October 9, 1968

NOTED
R. L. PORTER

RE: One-way Couplet (Newberg)
Villa Road-Chehalem Creek Section
Hancock Street-First Street Couplet
Pacific Highway West (US 99W)

On Tuesday, October 8, 1968, Hon. Durell Belanger, Mayor; M. C. Gilbert, Recorder; L. W. Rulien, Division I Engineer; D. H. Haller, Assistant Division I Engineer; and I met regarding subject couplet.

Discussion of various alternate routes studied by State was held and estimated costs presented; i.e., $340,000 for crossover-type connections in the vicinity of River Street (east) and Lincoln Street (west), or $630,000 for extension of Hancock Street across Hess Creek (east) and across SPRR (west), or a combination of these alternates at varying costs.

The City was told that State was contemplating the need for a hearing on these proposals, and the Mayor indicated the City's desire for a hearing to be held. The City felt the second floor conference room of the city hall would adequately hold 100+ persons and desired this location be used if a hearing is held.

The City was also informed of State's monetary position and that City should consider the possibility of cooperation on a 25% City, 75% State participation basis. The Mayor said this was a matter to be referred to the people as they had bonding issues pending on sewer-water improvements at present.

The above will be held in abeyance by this office until this memo can be considered and instructions are received.

D. W. Harwell
Assistant County and City Engineer

DNH:mm

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Kleboe
V. D. Wolfe
F. D. Morgan
L. W. Rulien

RECEIVED
OCT 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 - 1968
FOR FILING
7991

August 30, 1968

Dr. Roy Yamada
102 North River Street
Newberg, Oregon 97132

2467

Dear Dr. Yamada:

In reply to your letter of August 22, this is to advise that the Highway Department has no plans for improvement in Newberg that would require any of your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

DJB:fw srb

102 N. RIVER

ROY YAMADA, D. M. D.
DENTIST
NEWBERG, OREGON
PH. 538-2888

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
admin
BY SECRETARY

Routing 7703
Morgan
Parker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 26 1968
OREGON
STATE HIGHWAY COMMISSION
CONSTRUCTION DIVISION

August ~~22~~, 1968

State Highway Department
Salem, Oregon

Dear Sirs:

May I have some information about the proposed plans for the east annexation to Hancock.

My office is located on First and River, as indicated below. Extensive planning and remodeling will be curtailed if the plans are to go through my office.

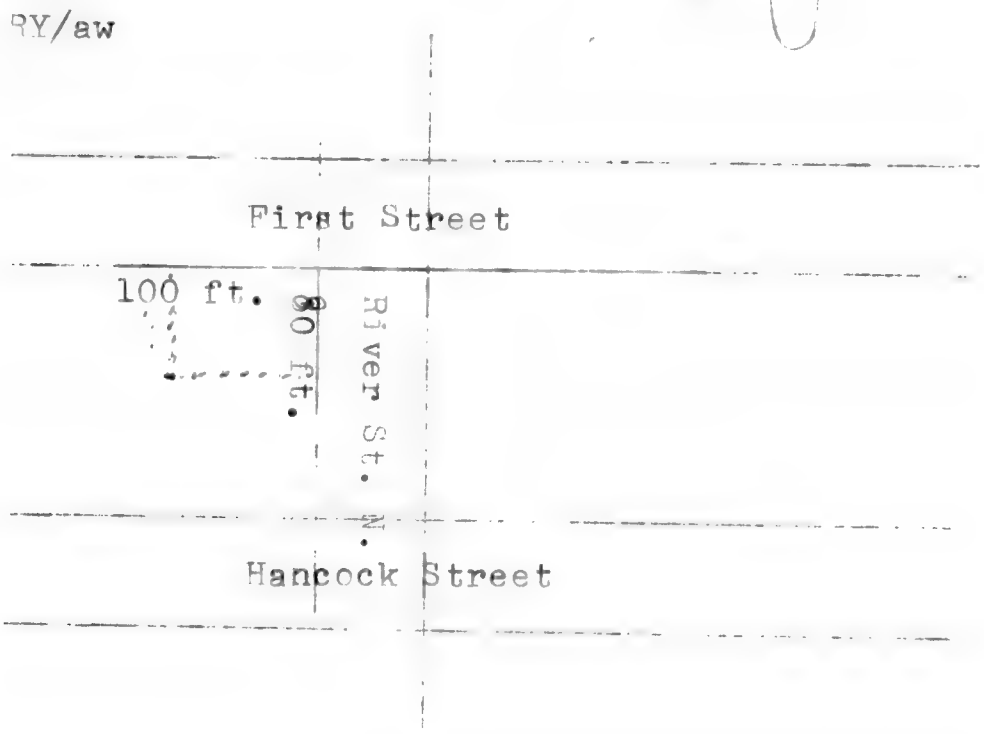
Any available information on this project will be appreciated.

RECEIVED
AUG 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Roy Yamada, D.M.D.

RY/aw



BEFORE THE
AUG 26 1968
FILED

STATE HIGHWAY COMMISSION MEETING

Delegation City of Newberg re a two-way couplet on 99 through the city.

Date August 20, 1968

Time 10:30 a.m.

NOTED
R. L. FOSTER

Name	City or Town	Capacity
Mayor Durell Belanger	Newberg	Mayor
George Layman (Spokesman)	"	
R. H. Stillwell	"	
Cliff Lewis	"	
Robert Northcutt	"	
John Wanner	"	
C. E. Barks	"	
Chester Windsor (Councilman)	"	
Dale Compton	Dundee	
Herbert Hawkins	Newberg	Chief of Police

AUG 26 1968
FORM E-30 (12-67)
FOR FILE
7991

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1968

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Modification of Hancock Street
Couplet Proposal
City of Newberg
Pacific Highway West

ATTENTION: Mr. D. J. Barbee

NOTED
R. L. FORTER

This report covers the modification of Hancock Street for its utilization as the westbound element of a couplet proposal for US 99W through Newberg. Extent of the modification is described as follows:

Segment 1 - U.S. 99W to North River Street

Two possible alternatives are presented: (1) An extension of Hancock Street across Hess Creek requiring an embankment of maximum height of 30 feet, more or less, and the widening of Hancock Street through a one-block area between North Carlton Way and North River Street (the present width through this one block is 24 feet wide between curbs); and (2) A "cross-over" diagonally through the block between North River and North Center Streets; it is thought that this can be accomplished without disturbing a Veterans' Hall and Bowling Alley on the southwest corner of the block; however, small service station and several residences will be involved. Costs for these alternatives are tabulated below:

	Alternate 1	Alternate 2
Length, miles	0.23	0.11
Grade and Pave	$220,000	$ 50,000
Traffic Signals	- - - -	- - - -
Railroad Signals (Gates)	- - - -	- - - -
Right of Way	60,000	80,000
Est. Cost	$280,000	$130,000

Segment 2 - North River Street to North Main Street

This segment was recently improved to a 42-foot curb section by the City and reconstruction is not anticipated. It will be necessary, however, to install appropriate gates on the Spaulding Pulp and Paper Company railroad crossing on both US 99W and Hancock Street (US 99W is protected by wigwag signals with advance warning; Hancock Street has no visible protective devices). In addition, there are traffic signals at College and Main Streets on US 99W and it is assumed that traffic signals will also be necessary at these same street intersections on Hancock Street -- the existing signals on US 99W will need to be revamped for compatibility with the couplet. Cost for this segment is given below:

Length, miles	0.53
Grade and Pave	- - - -
Traffic Signals	$ 20,000
Railroad Signals (gates)	30,000
Right of Way	- - - -
Est. Cost	$ 50,000

It is pointed out that improvement of this segment by the City utilized the existing pavement which was 24 feet wide at the time. This pavement was 5 inches thick of a bituminous nature founded on earth and was constructed about 1922. On the widened portions to create the 42-foot width, 8 to 10 inches of 3/4-minus rock was used for base under 3 inches of asphaltic concrete. A 3-inch nominal thickness of A. C. was placed over the existing 5 inches of pavement. 1967 ADT varies from 11,500 at the east city limits to 8,300 at the west city limits; from this, it is apparent that the improvement, as fostered by the city, does not have strength enough to carry the anticipated traffic loads if modern conceptions of base design are valid. Not considering the utilization of the present pavement, it will cost an additional $140,000 to bring the street up to strength requirements through this segment.

Segment 3 - North Main Street to US 99W

As in the case of Segment 1, two alternatives are presented: (1) The extension of Hancock Street westerly and across the Newberg Branch, Southern Pacific Company railroad to converge with the existing facility in the vicinity of West Third Street; and (2) From the end of Hancock Street and parallel to the railroad on the easterly side meeting the existing facility just east of the existing railroad crossing.

In both cases, the two blocks between North Main Street and North Lincoln Street will need to be widened -- width of the street through these blocks is 34 feet. Appropriate protection devices for the railroad crossings are included in the estimates. Costs are given as follows:

	Alternate 1	Alternate 2
Length, miles	0.36	0.24
Grade and Pave	$170,000	$100,000
Traffic Signals	- - - -	- - - -
Railroad signals (gates)	30,000	30,000
Right of Way	100,000	30,000
Est. Cost.	$300,000	$160,000

All new construction is based upon the assumption that a 44-foot street would be appropriate; the above costs are predicated upon current unit prices with the right of way costs being obtained with the assistance of Mr. C. B. Liechty, Division 1 Right of Way Agent. It is assumed that the base design proposed (7-5-66) for the Chehalem Creek Section would also be appropriate for the new construction along Hancock Street.

With the alternatives as given above, there are four possible arrangements that can be developed for a couplet pattern. To simplify the description of these arrangements, they are depicted on the attached map with their lump sum costs being shown.

I would tend to lean toward the adoption of Alternate 1 on both Segments 1 and 3 because they would provide the most efficient transitions to the couplet. It is my feeling that any planning for a couplet should be worked out so that this ultimate can come to pass. Along this line, it is possible that temporary "cross-overs" can be had along existing cross streets (North River Street on the east end and North Lincoln Street on the west end) and the ultimate pattern developed as monies become available.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fw
Attach.

5 A

RECEIVED
JUL 9 - 1968
FOR FILING

7991

July 8, 1968

Mr. M. C. Gilbert
City Recorder
City of Newberg
City Hall
Newberg, Oregon

Dear Mr. Gilbert:

A Resolution adopted by the Newberg Council on July 1 has been referred to this office for comment. We appreciate the City's desire to institute a one-way couplet using 1st and Hancock Streets.

As you know, improvements in city limits such as this one are usually performed on the basis of 75 percent State-25 percent City financing. Many of the cities provide their 25 percent portion from the general budget, gas tax allocation, or assessment to adjacent property owners. The reason for this 25 percent share by cities is to offset the cost of constructing curbs and drainage facilities which are not considered Highway Department responsibilities.

Nevertheless, even if the City of Newberg was prepared at this time to provide its 25 percent share of the estimated cost (which I understand is not the case), the State would not be able to proceed in the near future. We have obligated ourselves to participate with cities in such cooperative ventures to a total cost of over $8 million. Until we are able to finance and thereby dispose of many of these existing, agreed-upon projects, we have of necessity decided to defer any further cooperative ventures.

We suggest that City officials delay any further action on this matter for another year or two and then, if they feel that they are in a better position to finance their portion of the project, consult with us again.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
R. D. Asburry

FBK:srb

FORM E-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1968

To: Mr. F. B. Klaboe

O F F I C E

SUBJECT: Resolution Requesting Couplet
1st Street-Hancock Street
Pacific Highway West, 1W
City of Newberg

Attached is a certified copy of a resolution passed by the City of Newberg and directed to the Highway Commission, requesting implementation of the above couplet at the earliest possible date and pledging the City's complete cooperation and assistance to this end.

The City has been advised in the past that if the couplet ever materialized, it would be necessary for the City to put up 25% of the cost. Two alternate plans have been discussed with the City, costing approximately $312,000 and $443,000. Also, they have been told that we would not be in a financial position for such an undertaking for two to five years.

Richard Unrein, Field Engineer
County and City Division

RU:mm

Att.

RECEIVED
JUL 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Newberg
(Proposed Complete)

RESOLUTION NO. 8-264

WHEREAS, after thorough consideration of the various aspects of the problem and the study of available data the Council does hereby determine that the extension and improvement of Hancock Street as a state highway from First and River Streets to First and Harrison Streets in the City of Newberg, is desirable and in the public interest and to that end, that construction of necessary changes should begin at the earliest possible date; and

WHEREAS, the Oregon State Highway Department has indicated their cooperation in providing for the extension and improvement of Hancock Street so as to become a part of the state highway system as aforesaid; and

NOW, THEREFORE, BE IT RESOLVED by the City Council, to-wit:

1. That the Newberg City Council requests that the Oregon State Highway Department take steps to implement the above changes and improvement of Hancock Street in the City of Newberg at the earliest possible date;

2. That the City of Newberg does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that such city may share and participate;

3. That M. C. Gilbert, Finance Officer of the City of Newberg is hereby authorized to furnish such information, data, and documents necessary pertaining to this request; and to act as the authorized representative of the applicant in connection with this request.

4. That certified copies of this resolution shall be submitted to the Oregon State Highway Commission.

ADOPTED by the Council this 1st day of July, 1968.

M.C. Gilbert
Recorder

CERTIFICATION

STATE OF OREGON)
COUNTY OF YAMHILL) SS
City of Newberg)

I, M.C. Gilbert, the duly appointed, qualified and acting Recorder of the City of Newberg, Yamhill County, State of Oregon, do hereby certify that the above copy of Resolution No.8-264 of the City of Newberg, Oregon, is a true and correct copy of the said Resolution and the whole thereof, as the same appears of record in my possession and control in the records and files of the said City of Newberg, Oregon.

DATED at Newberg, Oregon, this 1st day of July, 1968.

NOW, THEREFORE, BE IT RESOLVED by the City Council, to-wit:

1. That the Newberg City Council requests that the Oregon State Highway Department take steps to implement the above changes and improvement of Hancock Street in the City of Newberg at the earliest possible date;

2. That the City of Newberg does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that such city may share and participate;

3. That M. C. Gilbert, Finance Officer of the City of Newberg is hereby authorized to furnish such information, data, and documents necessary pertaining to this request; and to act as the authorized representative of the applicant in connection with this request.

4. That certified copies of this resolution shall be submitted to the Oregon State Highway Commission.

ADOPTED by the Council this 1st day of July, 1968.

M C Gilbert
Recorder

CERTIFICATION

STATE OF OREGON)
COUNTY OF YAMHILL) SS
City of Newberg)

I, M.C. Gilbert, the duly appointed, qualified and acting Recorder of the City of Newberg, Yamhill County, State of Oregon, do hereby certify that the above copy of Resolution No.8-264 of the City of Newberg, Oregon, is a true and correct copy of the said Resolution and the whole thereof, as the same appears of record in my possession and control in the records and files of the said City of Newberg, Oregon.

DATED at Newberg, Oregon, this 1st day of July, 1968.

M C Gilbert
City Recorder

RECEIVED
JUL 3 - 1968
OREGON
STATE HIGHWAY COMMISSION

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JUL 3 - 1968
ENGINEER
COUNTY & CITY DIVISION

FORM E-123X 50M 7-65

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COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASHINGTON COUNTY
DAVID B. SIMPSON, MEMBER, PORTLAND

Fred W. Hill, Pendleton
Thaddeus Bruno, Portland

7921

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 1, 1968

RECEIVED
JUL 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon 97132

Dear Mr. Gilbert:

In reply to your letter of June 27, 1968, we would like to reiterate the points discussed in our meeting of June 28, 1968, with Mayor Belanger, yourself, Don Harwell, and me in attendance, regarding the Hancock-First Street Couplet and the application of Special City Allotment funds (ORS 366.805) toward this proposed couplet project.

As we stated, Hancock Street is at present in relatively good condition; it therefore would not qualify as "receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic" as set forth in ORS 366.805. Also, these funds are to be spent upon streets which are not a part of the state highway system, which Hancock Street would become if the couplet were constructed.

In previous correspondence and meetings you have been advised that the Highway Department would not be in a financial position to undertake the Hancock-First Street Couplet on a cooperative basis for two to five years, and conditions appear to remain the same today.

If we can be of assistance to you on this or any other matters, please feel free to contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RU:mm

cc: [illegible]

SCA 8
X-ref 99-25 Couplet

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-3921 NEWBERG, OREGON 97132

June 27, 1968

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

On March 4, 1968 the council of the City of Newberg adopted the resolution requesting the State Highway Commission to widen and improve River Street, under the provisions of O.R.S. 366.800 and 366.805.

After considerable study and recommendation of the Street Committee, the council is of the opinion that the most acute street problem in the City of Newberg is the traffic congestion caused by all traffic on Highway 99 West, going through the city on First Street. They feel that a two-way couplet is the only near solution to this problem.

We would like to request that the funds under O.R.S. 366.800 and 366.805 be transferred to the development and extension of Hancock Street for a future two-way grid system for Highway 99 West.

It is our understanding that the total cost of completing this project would amount to approximately $350,000. It is the city's hope that the $25,000 transferred from the above project, plus $30,000 the city expended last year in widening Hancock Street, and adding $15,000 or $20,000 more of city funds would expedite the construction of this two-way couplet by the State Highway Department at an early date.

Your advice on this will be appreciated.

Very truly yours,

M. C. Gilbert
Finance Officer

copies to: F.B. Klaboe
F.D. Morris
L.W. Robins

MCG/ay

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM E-123X 80M 7-65

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MAR 1
COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
7991
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 1, 1968

Mr. M. C. Gilbert
Finance Officer
City Hall
Newberg, Oregon 97132

Dear Mr. Gilbert:

A review of the proposed Hancock Street-First Street Couplet and the proposed Chehalem Creek Section widening project on the Pacific Highway West has been made recently. From an anticipated-traffic standpoint, we believe that a couplet through Newberg would be the most desirable way of handling traffic.

Our estimate for constructing that portion of the Chehalem Creek widening project from Morrison Street to Main Street, which would not have to be widened if the couplet were built, is $36,975 including right-of-way costs. Should the City desire to enter into a cooperative agreement with the State for construction of the couplet, it is possible that this $36,975 estimated cost of the Chehalem Creek widening project could be credited against the couplet plan (estimated cost $312,400), with the remaining costs shared on the basis of 75% being paid by the State and 25% being paid by the City.

If the City is interested in proceeding on the above basis, we will prepare an agreement for your consideration, and, upon execution by the City we will forward the agreement to the Highway Commission for their consideration. It should be brought to your attention that the Highway Department would not be in a position to add this to the couplet plan this year and it would also require additional time. Any project of this type would contain a clause stating that the agreement shall void if a contract for construction was not awarded within five years of execution.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
TOM EDWARDS

By: M. S. Cox
County and City Division Engineer

RU:mn
bc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Klaboe
Tom Edwards
L. W. Rulien
R. D. Mowry
F. D. Morgan
J. R. Oakes

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MAR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FINANCE
FEB 29
7991

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

2231

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 26, 1968

Mr. M. C. Gilbert
Finance Officer
City of Newberg
414 East First Street
Newberg, Oregon 97132

Dear Mr. Gilbert:

We have your letter of February 23 re highway matters in the city of Newberg.

As noted in your letter, it will not be possible to do the Chehalem Creek widening project this year.

I will have someone from our Department discuss with you the other proposals.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe - Please follow up.
Victor D. Wolfe
R. D. Asburry
H. S. Cox

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FEB 28 1968
ENGINEER
COUNTY & CITY DIVISION

CITY OF NEWBERG

414 EAST FIRST STREET

TELEPHONE 538-3921

NEWBERG, OREGON 97132

February 23, 1968

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: File No. R-40224
Pacific Highway West

Dear Sir:

We understand that the widening of the West Newberg Chehalem Creek section of Pacific Highway West will not be done this year.

The City of Newberg is very much interested in having the commission undertake the construction of a two-way couplet in Newberg.

In previous conversations with your department you have requested the city to pay 25% of the cost of such a two-way project.

We would like to point out that part of the total cost was for repairs to the present First Street (Highway 99W). Also this past year the city widened and resurfaced Hancock Street at a cost of $32,000.00

Your further consideration and advise on this matter will be appreciated.

Very truly yours,

M. C. Gilbert
Finance Officer

MCG/ad

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OCT 9 1967

FORM E-30 FORM 10-65 SP*23401-734

FOR FILING

7991

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1967

SUBJECT: Proposed Couplet
1st Street-Hancock Street
Pacific Highway West
City of Newberg
F.B.K. Assignment #1928

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

122
162
717
928

BUILDING

As requested by your assignment #1928, Mr. C. T. Keasey and I contacted the City of Newberg on September 7, and presented cost estimates "A", and "B" on subject couplet as outlined in D. N. Stoudenmeyer's letter of August 23, 1967.

City officials present were:

Durell Belanger, Mayor
M. C. Gilbert, City Recorder
Gustav H. Bliesner, City Engineer
Herbert W. Hawkins, Chief of Police
Two City Councilmen

Initial reaction from the City was generally approving of the plan, but dubious whether the City could finance 25% of such a project.

The City will review and discuss the matter further and reply by letter as to their feelings.

I return herewith, your files on subject matter.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:nr
Encl.

cc: C. T. Keasey

NOTED
F.B. KLABOE

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1967

SUBJECT: Newberg Couplets
Hillsboro-Silverton Highway and
Pacific Highway West
Yamhill County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested by your assignment #1762, two estimates each have been prepared on the two proposed couplet plans in Newberg on the Hillsboro-Silverton Highway and the Pacific Highway West.

Estimate "A" is the cost of permanent construction with 44-foot curb-to-curb minimum street width plus right of way.

Estimate "B" is the least costly to activate the couplets plus right of way.

Pacific Highway West	Estimate "A"	- $442,600
Pacific Highway West	Estimate "B"	- $312,400
Hillsboro-Silverton Highway	Estimate "A"	- $212,000
Hillsboro-Silverton Highway	Estimate "B"	- $ 23,000

Following is a description of the proposed construction features by streets for plans "A" and "B":

1. First Avenue - Estimate "A" & "B": Repair surface.

2. Hancock Street - Estimate "A": Repave throughout with new curbs from Main to Lincoln.
   Estimate "B": No work.

3. College Street - Estimate "A": Repave all with new curbs.
   Estimate "B": Overlay all with new curbs from North to Vermillion.

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STATE OF
HIGHWAY ENGINEER

4. Edwards Street - Estimate "A": Repave and recurb all.
Estimate "B": Overlay First to North Streets.

5. Vermillion St. - Estimate "A": Repave and recurb all. Construct radius turns.
Estimate "B": Construct radius turns. (No work on street.)

6. Diagonal streets First to Hancock - Estimates "A" & "B": Construct 44-foot wide with full depth surfacing.

Enclosed also is a memo regarding the street conditions as viewed in the field by one of our designers.

F.D. Morgan
Construction Engineer

By
D.N. Stoudenmeyer
Assistant Urban Engineer

DNS:jr
Attach

August 10, 1967

MEMO REGARDING NEWBERG COUPLETS

The proposed treatment of the Pacific Highway West couplet is to construct two diagonal sections between East First Street and Hancock at the east and west edges of the business district. The first diagonal would connect First and Hancock between River and Center Street and the second would connect between Lincoln and Harrison Streets. The Hillsboro-Silverton couplet would use existing Edwards and College Streets forming its northerly connection via Vermillion Street.

A visual inspection was made August 9, 1967 of these streets as they now exist with the intent to determine the minimum cost of putting these couplets into service.

First Street is presently the route of 99W and also the principal business street. It has been paved for many years and the asphaltic concrete surfacing varies from block to block but appears to be a series of patches and overlays. The physical condition is generally good from River to Main Streets. The width is approximately 56 feet with old curbs most of the way. The curbs have only two to three inches exposure with the street crown well above them. Some patching should be done in distress areas. From Main Street to Harrison Street the width is reduced to 40 feet with similar curb conditions. This portion seems to have no base at all but has twelve inches of asphaltic concrete, evidently patches and

overlays. The surface is somewhat rough and believe that some patching plus an overlay should be used.

Hancock Street has a newly paved section from Center to Main Streets. The section has new combination curb and gutter sections with seven inches of base and two inches of asphaltic concrete pavement. This portion is obviously new and the surface is excellent. The street is 42 feet wide with approximately 60-foot right of way. From Main to Lincoln Streets the street appears to be a few years older and only 34 feet in width. The pavement, however, is in good condition. The right of way width appears the same.

College Street, the southbound leg of the proposed Hillsboro-Silverton Highway couplet, is presently carrying two-way traffic with parking prohibited. Although only 24 feet wide between Hancock and North Streets it would continue to function with this width. In this section the curbs are old with very small exposure and the crown shows evidence of previous overlays. From North to Vermillion no curbs are used and the road consists of an overlay over old narrow P.C.C.

Vermillion Street between College and Edwards Streets and the block of Edwards Street between Vermillion and North Streets have the same cross section. They are 34 feet wide with new curbs and an excellent surface. It may be assumed that they are equal to Hancock Street. North Street to Sheridan Street is an overlay job which has been done quite recently. This section is 30 feet wide with old

curbs. The crown is only moderately high showing a small amount of repair work. The surface is deteriorating badly due to a poor overlay job.

Between Sheridan and Hancock Streets the section is old with a deteriorating surface. This block is on 24-foot width but has ample right of way. Both College and Edwards Streets between First and Hancock show a deteriorating surface. The whole street system has storm sewers which appear functional.

If the streets showing distress were repaired, the diagonal streets constructed in the couplet plan could be immediately activated. Below are a section by section tabulation of the minimum work to do this:

1. First Street (River to Main) - patch as needed.
2. First Street (Main to Harrison) - patch and overlay.
3. Hancock Street - no work.
4. College Street (First to Vermillion) - construct curbs North to Vermillion - overlay all.
5. Vermillion Street - round corners at College and Edwards.
6. Edwards Street (North to First) - patches needed - overlay all.
7. Construct two diagonal streets from First to Vermillion.
8. Delineate and sign.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1967

SUBJECT: Newberg Couplets
Hillsboro-Silverton Highway and
Pacific Highway West
Yamhill County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested by your assignment #1762, estimates have been prepared on the two proposed couplet plans in Newberg on the Hillsboro-Silverton Highway and the Pacific Highway West.

The couplet on the Hillsboro-Silverton Highway (red on map) is based on removing and reconstructing College and Edwards Streets plus one block on East Vermillion Street, existing sidewalks to remian in place:

Construction	. . .	$196,600
Right of Way	. . .	5,000
Total	. . .	$201,600

The couplet on Pacific Highway West (yellow on map) is based on removing and reconstructing Hancock Street with no construction on the present Pacific Highway, existing sidewalks to remain in place:

Construction	. . .	$199,000
Right of Way	. . .	200,000
Total	. . .	$399,000

F.D. Morgan
Construction Engineer

By
A.D. Olson
Urban Engineer

DNS:jr

JUL 24 1967
ENGINEER

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Salem, Oregon 97310
August 30, 1967

One-way Couplet in Newberg

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

17
1928

I enclose information derived on a proposal for a one-way couplet in Newberg.

Please contact the proper officials of Newberg and ascertain whether or not they will be willing to participate 25 percent of the cost of providing a couplet through the city of Newberg for the Pacific Highway West only.

You will note that the estimates range from $312,400 to $442,600. It would be our recommendation that we proceed with the lower of the two plans, but the City should be advised that these are merely reconnaissance-type estimates and are subject to change.

Please do not discuss the proposal to make a couplet out of the Hillsboro-Silverton Highway at this time.

After your discussion, please advise me of their feelings in the matter.

. B. Klaboe
Assistant State Highway Engineer

FBK:srb
Encs.

cc. Victor L. olfe

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August 10, 1967

1767

The Honorable Durell Belanger
Mayor of Newberg
414 East First Street
Newberg, Oregon 97132

Dear Mayor Belanger:

I have your letter of August 9. We have a bit more work to do re the estimates for the one-way proposal in Newberg. This should not take much longer and I will have someone contact you.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe - suggest Si Cox make the contact re this.
Victor D. Wolfe

CITY OF NEWBERG

414 EAST FIRST STREET

TELEPHONE 538-3921

NEWBERG, OREGON 97132

August 9, 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Pursuant to our visit to your office last month, we would be interested to know if any progress has been made on our request.

As you know, the increasing flow of traffic through Newberg, along with the increase in accidents at our intersections, is of much concern to all of us.

Please advise if we can help in any way on traffic survey or other action that will expedite a change in traffic routes through Newberg.

Very truly yours,

Durell Belanger

Durell Belanger,
Mayor

a

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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AUG 26 1968
FOR FILE

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1967

Mr. F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Assignment FBK 1717
Couplet Proposal
City of Newberg
Pacific Highway West

A study was made to determine costs for implementing a couplet pattern along the Pacific Highway through the City of Newberg which would utilize First Street (present highway through the town) as the eastbound leg and Hancock Street, one block north, as the westbound leg. It is pointed out that a previous investigation had been made in 1961 which considered First and Second Streets as the couplet elements. This possibility was again reviewed and was dropped because at the westerly end an industrial complex had been built which would complicate the transition back to the Pacific Highway, and at the easterly end a "rather old house" referred to in a previous report turned out to be a shrine to Herbert Hoover which, it was thought, would better be left alone. Hancock Street proved a better choice than Second Street for the reason that the city had undertaken about a year ago an improvement of Hancock Street to a 42-foot curbed section between Main and River Streets which would leave three blocks of street widening and-about four blocks (overall) of virgin construction for the transitions back to the Pacific Highway to create a functional couplet pattern. A small scale map is attached which depicts this Hancock/First Street plan.

Estimated cost for the Hancock/First Street couplet plan is $380,000 (1.0 mile overall length) based upon the assumption that the city's recent improvement of Hancock Street would be adequate for several years. This cost is segregated as follows:

	Hancock Street	First Street
Grade and Pave	$250,000	$ 80,000
Right of Way	50,000	
Est. Construction Cost	$300,000	$ 80,000

note
see next
Page

For Hancock Street, the cost reflects the virgin construction required at each end plus an overlay on the improved section of street. The First Street cost covers an overlay on the existing pavement plus a small amount of grading at the westerly end to provide continuity in the curb section. The existing storm sewers were assumed to be satisfactory. Right of way costs were determined by this Section.

As a matter of interest, the Superintendent of Public Works, City of Newberg, was contacted with respect to the design used for their improvement of Hancock Street and the following information was obtained:

1) The existing pavement, 24 feet wide, was utilized; this pavement was 5 inches thick of a bituminous nature founded on earth and was constructed about 1922. With the light traffic loads experienced through the years, very little distress was evident.

2) On the widened portions to create the 42-foot width, 8 to 10 inches of 3/4-minus rock was used for base under 3 inches of asphaltic concrete. A 3-inch nominal thickness of A.C. was also placed over the salvaged pavement.

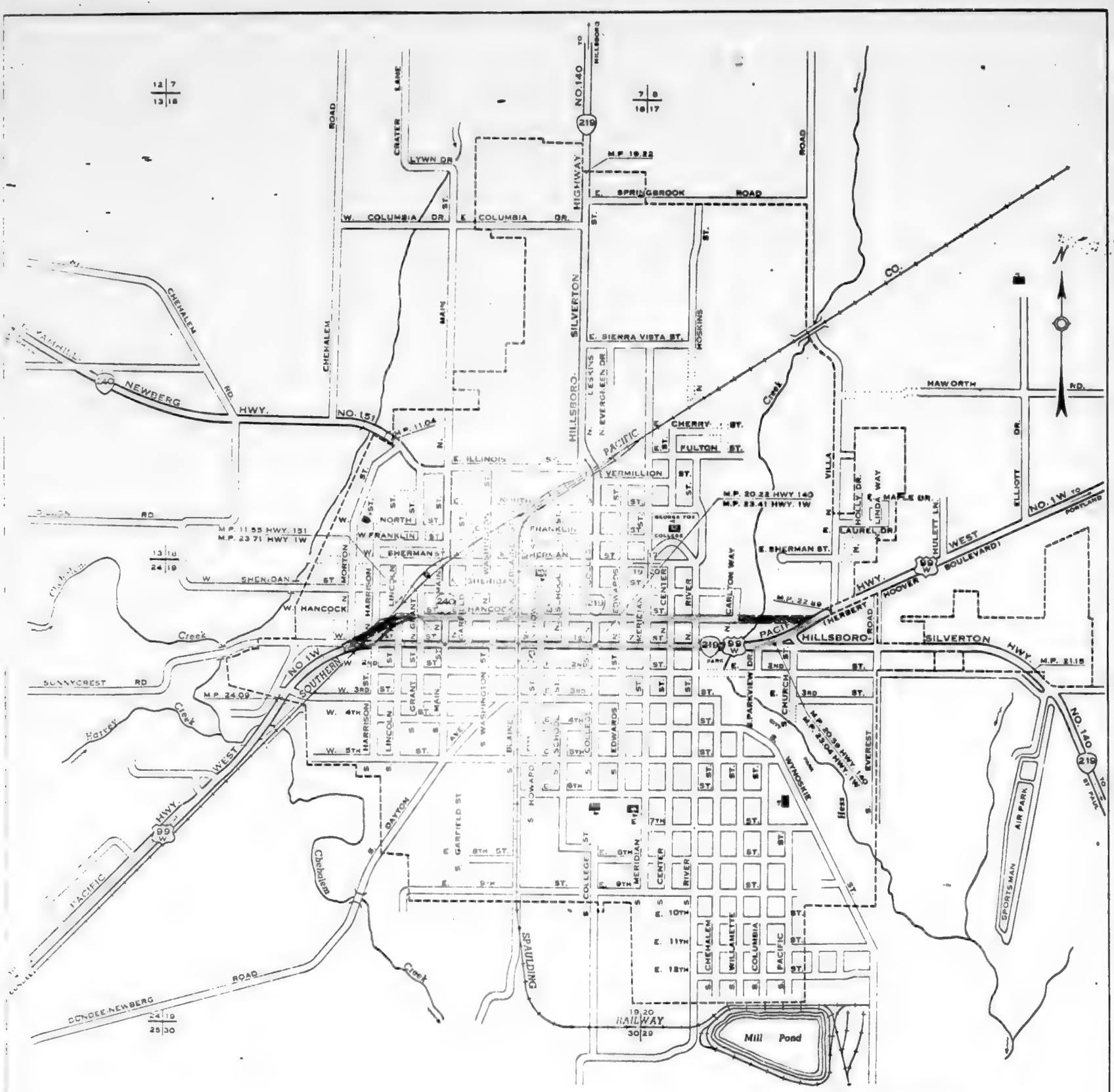
3) Project was financed entirely by city funds; i.e., abutting properties were not assessed for the improvement.

4) Logging truck traffic is prevalent through the downtown area with empty trucks traveling west and full trucks traveling east. There is no truck route through Newberg.

This information reveals that the recent pavement along Hancock Street may not have strength enough for the traffic loads anticipated (1965 ADT varies from 10,500 at the east city limits to 8,700 just west of Harrison Street) which, in effect, nullifies the assumption made for the estimate above. Not considering the possibility of salvage of the pavement, the estimate for Hancock Street would be increased $100,000 making the total cost for the couplet proposal $480,000.

W. H. Tebeau,
Preliminary Studies Engineer

WHT:nn
Attach.



SIGNED ROUTES

INTERSTATE 5

U.S. 99W

ORE. 99W

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

NEWBERG

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,444 (Est.)

Scale in Feet

Revised January 1965

...VED
JUN 23 1967
...FOR FILING
7991

Salem, Oregon
June 22, 1967

Mr. Forrest Cooper

In response to your letter of June 2, the Traffic Division has investigated the traffic problems in Newberg and have made recommendations concerning three different proposals. They are shown on the attached mosaic.

Strictly from a traffic handling standpoint, they recommend Plan No. 3, which I believe to be the correct one. No cost estimates have been made.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc R. L. Porter
Victor D. Wolfe
F. B. Crandall

FORM E-90 80M 8-68 SP*8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 16, 1967

SUBJECT: Traffic Problems
Newberg

TE 5722

To: Tom Edwards
Asst. Highway Engineer
BUILDING

As a first item on the above, the suggestion is made as to the feasibility of barring left turns at the signalized intersection of US99W and College Streets. Prohibition of left turns is always a good stroke of business if you can get away with it. In connection with this intersection, you did, on May 5, 1967, address a letter to M. C. Gilbert, City Recorder, Newberg, pointing up that this intersection has a high accident record and shows up on our Safety Improvement Program; also that some measure of betterment could be achieved by upgrading the existing signals by double-heading vehicular indication, plus oversize red lenses, plus our current standard "WALK DONT WALK" indications. The City was asked for their reaction looking to a 50-50 cooperative project at a total estimated cost of $3,000. To date we have had no response from the City.

Turning back to the left turn prohibition, I refer you to the attached Collision Diagram. Whereas we would normally expect left turn conflicts occurring with respect to those from the mainline (US99W), the Collision Diagram would indicate that the greater portion of the conflicts are with respect to vehicles entering from College Street (ORE219). Note particularly the three pedestrian accidents in the east crosswalk.

The prohibition of left turns at an intersection which is also a highway junction can make for an awkward situation, with the No Left Turn regulation somewhat in conflict with our highway directional signing. The one way to get around this conflict would be to set up some sort of arrangement wherein we could make this intersection 100 percent one-way by setting up a one-way couplet on both US99W and ORE219.

In the past, various and sundry combinations of one-way couplets for US99W have been suggested and explored:

1. As proposed by the City: A couplet utilizing Second and Hancock with First Street in the middle left two-way.
2. Second Street on the south in combination with First Street.
3. Hancock on the north in combination with First Street.

In past discussions, the City was very much in favor of #1, above; however, we discouraged it as not being a good arrangement. Particular difficulties are in the unmanageable terminal intersections which would be set up involving a combination of the central two-way street with the flanking one-ways. Any diagonal cut-through from First to Second in the vicinity of Center-River Streets, runs into Herbert Hoover's old home.

The #2 suggestion would also get involved with the Herbert Hoover home on the east end. The westerly terminus would be complicated with the possibility of an additional railroad crossing or some adverse alignment if the diagonal crossover were made easterly from the tracks.

In previous deliberations on this, it has been concluded that the best couplet possibility would be the #3 combination and at the time looked the most feasible on the ground.

Although a "cloud 9" proposition, some thought might be given to establishment of a couplet arrangement for ORE219, say picking up College and Edwards Streets from the north to Second Street on the south; this with the east-west #3 couplet would materially simplify intersectional problems as are presently experienced at First (US99W) and College Street (ORE219).

The Bureau of Municipal Research & Services did one of their planning surveys in 1959 and came up with some of their grandios plans for bypass circumferential routes, etc., which are definitely "cloud 9" variety.

I will be glad to discuss this with you further at your convenience.

F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

NEWBERG
YAMHILL COUNTY OREGON
LEGEND
Post Office
School
R R Depot
Public Bldg
City Hall
Court House
Armory
Library
Street open for travel
Street dedicated but not open
City Limits
SIGNED ROUTE
INTERSTATE
US
ORE
NEWBERG HWY.
NO. 151
HILLSBORO-SILVERTON HIGHWAY
NO. 140
NO. 1W
SILVERTON HWY.
HILLSBORO
PACIFIC HWY. WEST
HWY. 99W
DUNDEE-NEWBERG ROAD
RAILWAY
SUNNYCREST RD.
DILLON RD
CHEHALEM RD.
SPRINGBROOK ROAD
LYNN DR.
CRATER LANE
CHEHALEM ROAD
HASKINS ROAD
HAWORTH RD.
ELLIOTT DR.
W. COLUMBIA DR.
E. COLUMBIA DR.
E. SIERRA VISTA ST.
E. ILLINOIS ST.
VERMILLION ST.
CHERRY ST.
FULTON ST.
NORTH
FRANKLIN
SHERMAN
W. SHERIDAN ST.
HANCOCK
W. 4TH
W. 5TH
E. 8TH ST.
E. 9TH ST.
E. 11TH
E. 12TH
MAIN
COLLEGE
EDWARDS
MERIDIAN
CENTER
RIVER
CARLTON WAY
LAUREL CT.
E. SHERMAN ST.
BOULEVARD
PARKVIEW DR.
WYNOOSKIE
Chehalem Creek
Harvey Creek
Spaulding Creek
M.P. 10.22
M.P. 11.04
M.P. 11.55 HWY 151
M.P. 23.71 HWY 1W
M.P. 20.22 HWY 140
M.P. 23.41 HWY. 1W
M.P. 24.09
M.P. 2115
M.P. 2304 HWY
TO YAMHILL
TO HILLSBORO
TO PORTLAND
TO DUNDEE

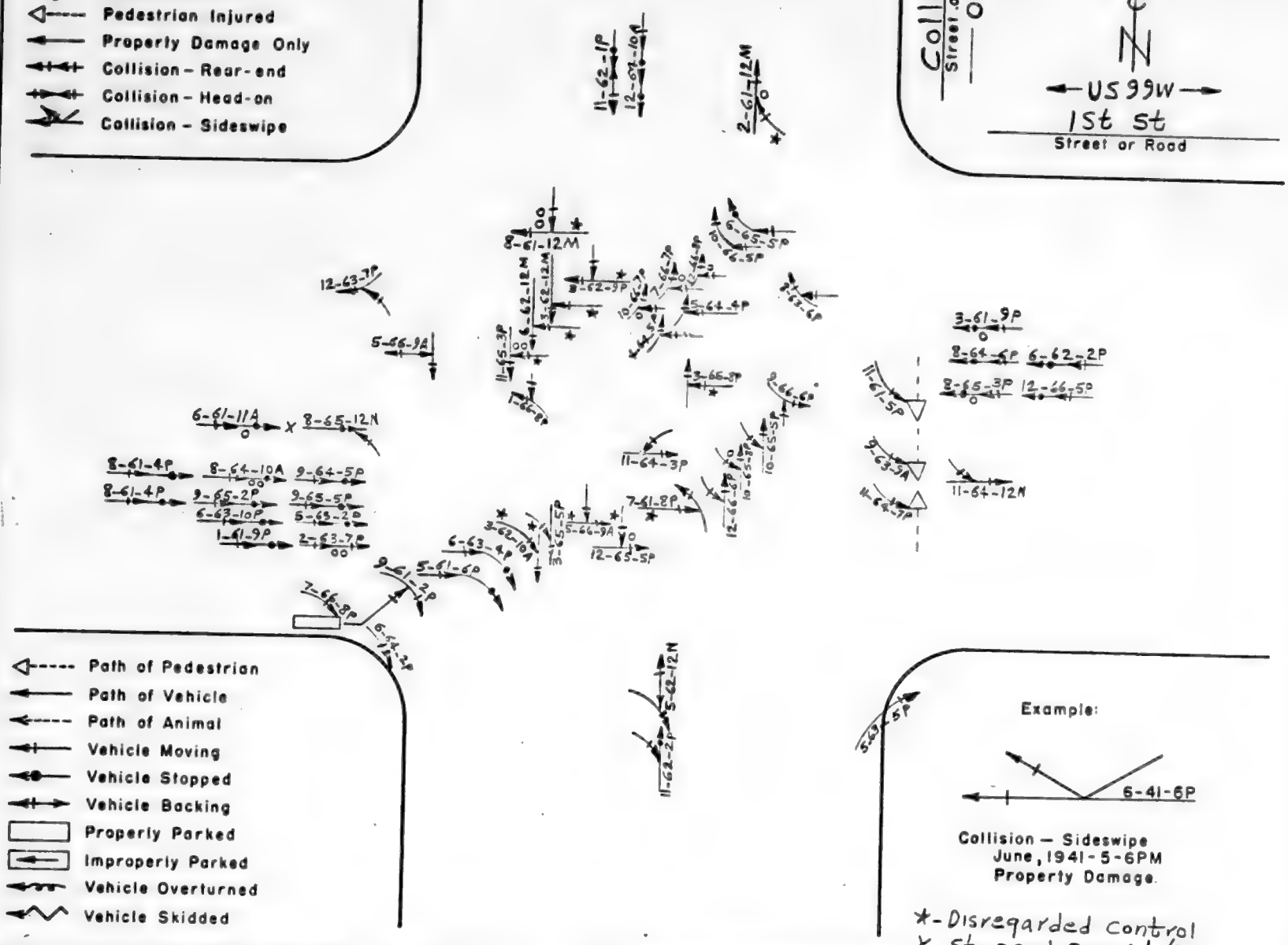
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Newberg County Yamhill
Intersection of 1st St. and College
Highway Number 1W (US 99W) 140 (Ore. 219)
Period Covered 1-1-61 To 12-31-66
Compiled by CS Drawn by _____ Date 3-8-67

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage.

*-Disregarded control
x-Stopped Prior L/T.

Collision Type	1961 – 1962				1963 – 1964				1965				1966				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1	3	4						2	1	3			1	1		3	5	8
Head-on																				
Rear-end		2	5	7		2	6	8		1	3	4			2	2		5	16	21
Sideswipe																				
Turning Movement		1	3	4			6	6		1	3	4		3	4	7		5	16	21
Parking			1	1															1	1
Non-collision							1	1											1	1
Fixed Object							1	1											1	1
Pedestrian		1		1		2		2										3		3
Backing			2	2											1	1			3	3
Misc.																				
TOTAL		5	14	19		4	14	18		4	7	11		3	8	11		16	43	59

Form E-260 — 2M — 11-45

Last 6 mos. of '66 Not Included

RECEIVED
JUN 16 1967
FORM E-20 50M 10-65
FOR FILING
7971

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1967

SUBJECT:

To: MEMO TO FILE

On this date, the following people representing the City of Newberg were in my office:

Durell Belanger, Mayor
Herbert W. Hawkins, Chief of Police
C. N. Windsor, City Councilman

Their problem was the perennial one, traffic congestion on the main street (US99W) in Newberg. They had a suggestion that we look into the feasibility of barring left turns at College Street and possibly some others to see if an economical stop gap measure would be effective.

I also discussed the possibility of a one-way street couplet with them and would like to ask that:

(1) We review our files for background and come up with a recommendation for handling traffic problems in Newberg.

(2) Discuss with ourselves and later with the Newberg people what if anything we feel can be done.

I have promised them an answer; therefore, the matter should be kept on a bring up.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
H. S. Cox
R. D. Asburry

7991

June 2, 1967

The Honorable Durell Belanger
Mayor of Newberg
City Hall
Newberg, Oregon

Dear Mayor Belanger:

Shortly after you left my office today, Representative Harold Lewis called and told me that he had been inadvertently detained and inquired if your group was still here, it being his intention to join you.

I told Representative Lewis of our discussion and what your requests were. He stated that he was quite conversant with the traffic problem in Newberg and urged that the Highway Department make immediate studies to see what could be done to alleviate the problem. I informed him that I knew of his concern and would expedite the matter and confer with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

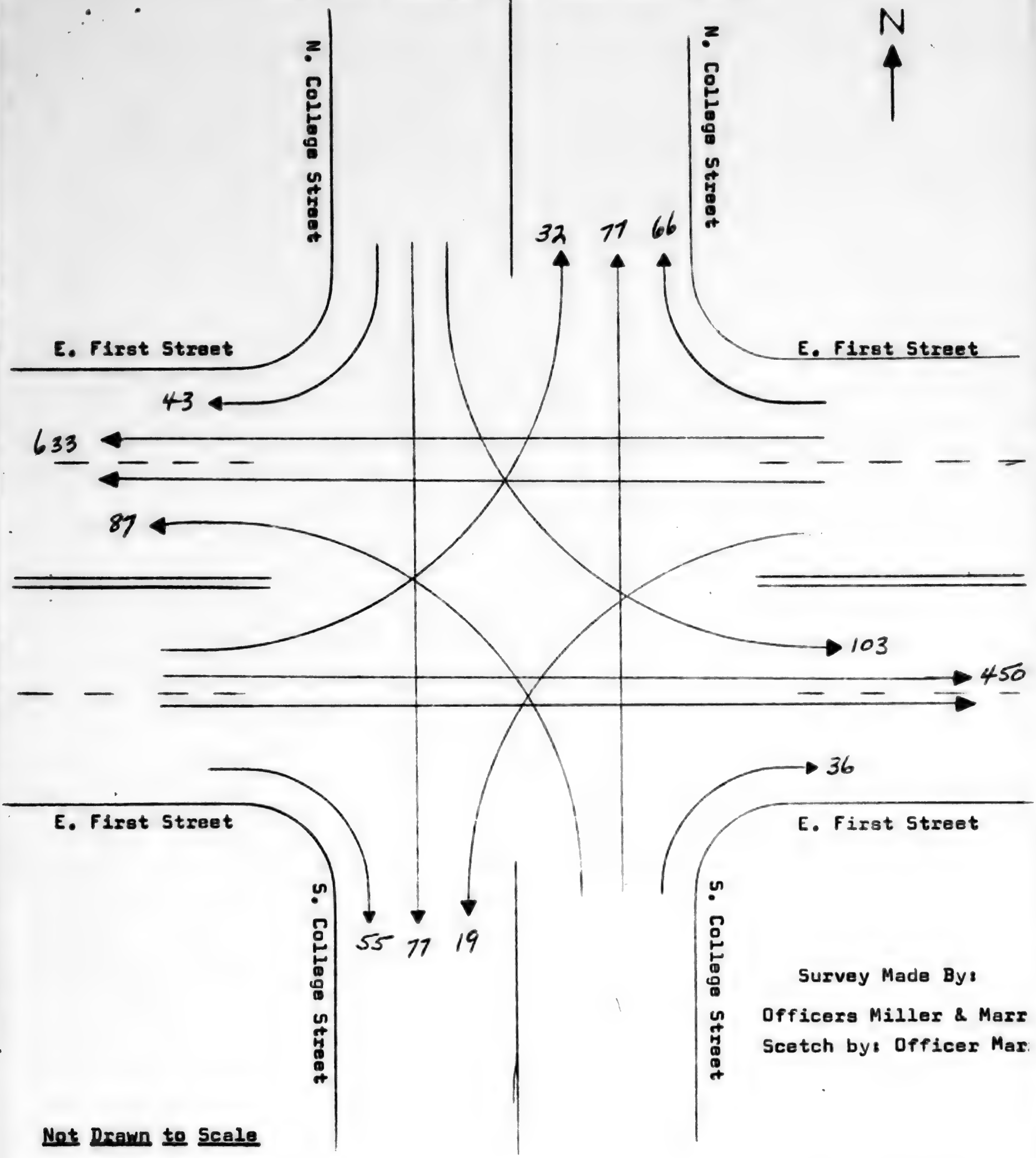
FC:fn

bc Hon. Harold Lewis
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
H. S. Cox
Ralph Sipprell
R. D. Asburry

TRAFFIC SURVEY 4:30 P to 5:30 P NE 1, 1967

Intersection East 1st Street and College Street

Total Cars Counted, all Directions: 1,678



Survey Made By:

Officers Miller & Marr

Scetch by: Officer Mar

Not Drawn to Scale

INVESTIGATED ACCIDENTS IN CITY OF NEWBERG 1966 - 1949

	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954
Number of Accidents Investigated:													
(1) Within the City Limits	103	65	87	62	44	49	43	45	44	52	52	52	52
(2) On First Street	38	19	28	12	14	18	23	11	24	18	20	26	14
(3) At First & College St.	10	6	4	6	3	5	7	3	6	5	3	6	3
(4) At First & Main St.	4	5	1	3	0	0	2	1	3	0	2	2	3
(5) At First & River St.	2	3	3	3	1	1	1	1	2	1	0	0	0
(6) At First & School St.	4	2	2	1	0	2	2	0	0	1	2	1	1
(7) Pedestrian Accidents & their location	7	1	4	3	0	2	5	1	0	3	4	1	2
	8	1	4	3	0	0	6	1	0	0	6	2	2
	(2) 1st & Edwards, 1st & College & E Washington, N 1st & Howard, 1st & School, 2nd & Howard, 4th & River	West side of Alley at Naps parking lot	1st & Howard, 1st & College, 1st & Garfield	1st & N School, E 4th & S Edwards, 1st & Blaine	(15)		(2) 1st & Edwards, 1st & Blaine, 1st & College, 1st & School	1st & Edwards		(11)	1st & Howard, 1st & College, 6th St. & Hi School, N. Main, North Edwards 1st & School,	1st & School, 5th & College	

INVESTIGATED ACCIDENTS IN CITY OF NEWBERG 1966 - 1949

Accidents Investigated:	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949
Within the City Limits	103	65	87	62	44	49	43	45	44	52	52	52	52	48	61	73	64	87
First Street	38	19	28	12	14	18	23	11	24	18	20	26	14	21	26	40	40	40
First & College St.	10	6	4	6	3	5	7	3	6	5	3	6	3	6	6	4	8	7
First & Main St.	4	5	1	3	0	0	2	1	3	0	2	2	3	0	2	9	6	5
First & River St.	2	3	3	3	1	1	1	1	2	1	0	0	0	0	4	1	4	2
First & School St.	4	2	2	1	0	2	2	0	0	1	3	2	1	1		1	3	2
Pedestrian Accidents & Their location	7	1	4	3	0	2	5	1	0	3	4	1	0		1	2	1	2
	8	1	4	3	0	0	6	1	0	0	6	2	2	0	2	2	1	3
		(2)1st & Edwards, Washington, N College & Hancock, 1st & Howard, 1st & School, 2nd & Howard, 4th & River	West side of Alley at Naps parking lot	1st & Howard, 1st & N School, 1st & College, 1st & Garfield	1st & N School, E 4th & S Edwards, 1st & Blaine	(15)	(2)1st & Edwards, 1st & Blaine, 1st&Maine, 1st& College, 1st& School	1st & Edwards		(11)	1st & Howard, 1st & College, 6th St. & Hi School, 1st & Main, North, Edwards 1st & School,	1st & School, 5th & College	2nd & College, 5th & College		(6) 11th & Wynooski, 1st & Edwards	1st & Howard, 1st & Washington	1st & College	(7) 1st, 2nd & Howard, 1st & Main

7992 Milo McIver State Park N.W. 1974
of Estacada
(Toilet building)

7992

February 26, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 21, 1975, we wrote to you concerning release of final payment on Contract No. 7992 awarded to Neil Van Zyl, Inc. for work in Milo McIver State Park in Clackamas County.

Final payment on this contract is $3,336.40 and the total contract amount is $66,744.05. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Neil Van Zyl, Inc.
16221 S.E. Van Zyl Road
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7992

CON-5-7992

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Bruce Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7992, Work Completed October 31, 1974

Project Milo McIver State Park

Highway - -, County Clackamas

Type of Work Toilet Building

Contractor Neil Van Zyle Inc.

Recommended Acceptance Date February 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-20-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7992

GMST

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MILO McIVER STATE PARK		WEEK ENDING: November 2, 1974
		SECTION PREFIX: 3-3318
HIGHWAY:		COUNTY: Clackamas

NAME OF JOB: Milo McIver State Park

KIND OF WORK: Toilet Building

CONTRACTOR: Neil Van Zyl, Inc.	CONTRACT NUMBER: 7992	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: April 4, 1974	DATE WORK STARTED: April 17, 1974	ESTIMATED COMPLETION DATE: October 31, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1974	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $76,137.92	ENGINEERING AUTHORIZATION: $6,649.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95.3
EXCLUSIVE OF ENGINEERING: $69,488.32	ENGINEERING COST TO DATE: $4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $68,870.52	PERCENT OF AUTHORIZATION: 60.2%	DATE PROJECT WAS COMPLETED: October 31, 1974
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Toilet Building	Septic Tank						
PERCENT	98	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Rain			
TUESDAY	Overcast			
WEDNESDAY	Cloudy			
THURSDAY	Light Showers			
FRIDAY	Light Showers			
SATURDAY	Fair			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

NEXT WEEK: No Activity

STATUS: Project completed except for the installation of the toilet partitions; these are expected to be delivered to job mid-November.

SIGNED C. L. Kuipers LOCATION Dagupan City

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7992

5

April 8, 1974

Neil Van Zyl, Inc.
16221 S.E. Van Zyl Rd.
Clackamas, OR 97015

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the Toilet Building at Milo McIver State Park in Clackamas County in the amount of $66,496 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Bureau of Outdoor Recreation is received.

That condition was fulfilled and the Administrator of Highways on April 5, 1974, awarded you the project, which has been assigned Contract No. 7992.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1974.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
Wm. Geibel (SAIF)
David Talbot
Ed Hardt
Clair Kuiper

7993 Fort Stevens State Park 1974
west of Astoria
(Grading and paving of bikeway)

7993

December 24, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7993 awarded to Palmberg Paving Co., Inc., for work on the Fort Stevens State Park Bikeway in Clatsop County.

Final payment on this contract is $4,426.79 and the total contract amount is $79,461.48. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Palmberg Paving Co., Inc.
P. O. Box 807
Seaside, OR 97138

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7993

CON 4-4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 17, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7993, Work Completed October 3, 1974

Project Fort Stevens State Park

Highway - -, County Clatsop

Type of Work Grading and Paving

Contractor Palmberg Paving Co., Inc.

Recommended Acceptance Date December 19, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
HWY ENGR
DEC 1 '74
REFER TO
FOR
Act
File

7993

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FT. STEVENS STATE PARK		WEEK ENDING: October 18, 1974
		SECTION PREFIX: 4-3347
HIGHWAY: Bikeway		COUNTY: Xclatsop
NAME OF JOB: Ft. Stevens State Park	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: Palmberg Paving Co. Inc.	CONTRACT NUMBER: 7993	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: April 5, 1974	DATE WORK STARTED: April 15, 1974	ESTIMATED COMPLETION DATE: RCBC's: 8-14-74 All Other: 10-3-74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 107,800.00	SPECIFIED COMPLETION DATE: June 23 & Oct. 8, 1974	PERCENT OF TIME ELAPSED: 99%
EXCLUSIVE OF ENGINEERING: $ 98,385.97	ENGINEERING AUTHORIZATION: $ 9,414.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,385.97	ENGINEERING COST TO DATE: $ 14,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 152 %	DATE PROJECT WAS COMPLETED: October 3, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			3.5	3.5			3.5
MILES PARTIALLY COMPLETED			"	"			"
MILES COMPLETED			"	"			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)			Hourly	3600			2000
TOTAL QUANTITIES CORRECTED TO DATE			"	2600			1942
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				2600			1942
AVERAGE DAILY QUANTITIES				0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0			0
NUMBER OF SHIFTS PER DAY	0						
HOURS PER SHIFT	0						

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
October SUNDAY 13	Clear	0		Project completed.
MONDAY 14	"	0		
TUESDAY 15	"	0		
WEDNESDAY 16	"	0		
THURSDAY 17	"	0		
FRIDAY 18	"	0		
SATURDAY 12	"	0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Oct. SUNDAY 13	No work all week, project complete.
MONDAY 14	
TUESDAY 15	
WEDNESDAY 16	Final Inspection of project was given today by: G. Wimer, J. Hollingsworth, O. Lucas & G. Inloes. Project was accepted with no corrective work.
THURSDAY 17	
FRIDAY 18	
SATURDAY 12	

REMARKS

Final Inspection and Acceptance was given project on Wed. 10-16-74.

Semi-Final Estimate and Final Records will be submitted by 10-31-74.

THIS WILL BE THE FINAL WEEKLY REPORT.

SIGNED Gareld Inloes LOCATION Astoria

Gareld Inloes

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7993

5

April 8, 1974

Palmberg Paving Co., Inc.
P. O. Box 807
Seaside, OR 97138

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work at Fort Stevens State Park in Clatsop County in the amount of $92,349.25 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Bureau of Outdoor Recreation is received.

Approval has been received and the Administrator of Highways on April 5, 1974, awarded you the project, which has been assigned Contract No. 7993.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion dates on this contract are June 15, 1974, and September 30, 1974.

Very truly yours,

C. W. Read
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Wm. Geibel (SAIF)
Vince Gallagher
David Talbot
C. O. Fredrickson
Gerald Inlows

7995

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
March 28 and April 11 Bid Lettings

Bids will be taken March 28 and April 11 on the following projects. To completely document our records, an explanation of plans concerning establishing of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366 is shown:

MARCH 28 BID LETTING

1. Jantzen Beach Interchange
Pacific Highway, Multnomah County
Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Manzanita Safety Rest Area
Pacific Highway, Josephine County
Expansion Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project
Columbia River and Old Oregon Trail Highways
Six Counties
Logo Signing Project

   Footpaths or bicycle trails are not incorporated in this project as no new

highway construction, reconstruction or relocation is involved.

4. South Banfield Interchange-Foster Road Section
East Portland Freeway, Multnomah County
Pile and Plate Load Testing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. South Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Pacific Highway East at Young Street (Woodburn) Section
Pacific Highway East, Marion County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Willow Creek ("C" Street, Madras) Bridge
FAS 16-103, Jefferson County
Grade, Pave and Structures Project

Concrete sidewalks will be incorporated on a replacement basis of the existing facilities.

8. Whisky Creek (Barry Johnson) Bridge Section
FAS 237, [illegible] County
Grade, Surface and Structure Project

Footpaths and bike trails will not be established under this project as per ORS

Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Hilo McIver State Park
Clackamas County
Toilet Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. Fort Stevens State Park
Clatsop County
Trail Underpass and Bikeway

This project provides a fully separated 8-foot wide bikeway and pedestrian facility within the State park.

11. Sunset Bay State Park
Coos County
Toilet Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

APRIL 11 BID LETTING

1. Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway, Douglas County
Grade, Pave, Structure and Signing Project

An 8-foot separated bicycle/pedestrian facility will be constructed from the north bank of the Umpqua River south to the fairgrounds.

2. Tualatin River (Golf Course Road) Bridge Section
FAS 631, Washington County
Grade, Pave and Structure Project

A bicycle/pedestrian sidewalk will be provided along the project's length.

These projects will be on the agenda for the March 27 meeting and your approval is requested.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rullen
Gary Sund
R. E. Whipps

JDM:mc ja

7995

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 18, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P. O. Box 488
Cannon Beach, Oregon 97110

FROM for L. H. Young
Office Engineer

SUBJECT Notice of Intent for BOR Funds
State Administrative District No. 1
Fort Stevens Bike Trail
Clatsop County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

The estimated date of filing for federal-aid funds on this project is January 24, 1974. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

If additional information is desired, please contact Mr. Walter J. McCallum, phone 378-6596.

Attachments

BLG:js

cc: E. S. Hunter
D. G. Talbot
W. J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Don Byard
B. L. Gifford
R. N. Chase
C. O. Fredrickson
E. L. Everton

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: Oregon State Highway Division [45]		46] DIVISION: Parks & Recreation [79]				
03	12] APPLICANT ADDRESS STREET: 305 State Highway Building [45]		46] CITY: Salem [60]			7a] ZIP: 97310 [80]	
04	12] CONTACT PERSON: Walter J. McCallum [45]		46] AREA CODE: 503 [48]	49] PHONE: 378 [55]		56] EXTENSION: 6596 [59]	
01	12] PROJECT TITLE: Fort Stevens Bike Trail (OP 802)				District 1		[71]
11	12] PROJECT LOCATION CITY: Astoria [45]		46] PROJECT LOCATION COUNTY: Clatsop [79]				
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This proposed project will construct approximately 3 miles of bicycle trails						[71]
06	12] in an existing state park.						[71]
07	12] This is a State Parks project.						[71]
08	12]						[71]
09	12]						[71]
10	12]						[71]

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	50,000		50,000			100,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Land & Water Conservation Fund [71]	
15	12] FEDERAL AGENCY NAME: Department of Interior [45	46] FEDERAL SUB-AGENCY NAME: Bureau of Outdoor Recreation [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[X] 37	[ ] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January | 43] DAY [44: 24 | 45] YEAR [46: 1974

ADDITIONAL INFORMATION — ALL APPLICA

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 15.400 (P.L. 88-578)

IS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: December 19, 1973

IS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: December 19, 1973

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Parks

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) SCORP 3rd Edition - Section II-F-2 1969

SCORP - Supplements & Revisions - Standards & Needs Section 1972

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

Federal Congressional District(s) Number(s) 1

State Representative District(s) Number(s) 2

State Senatorial District(s) Number(s) 1

STATE AGENCIES ONLY

IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

STATE SHARE

GENERAL FUND CASH $ _____

OTHER FUND CASH $ 50,000

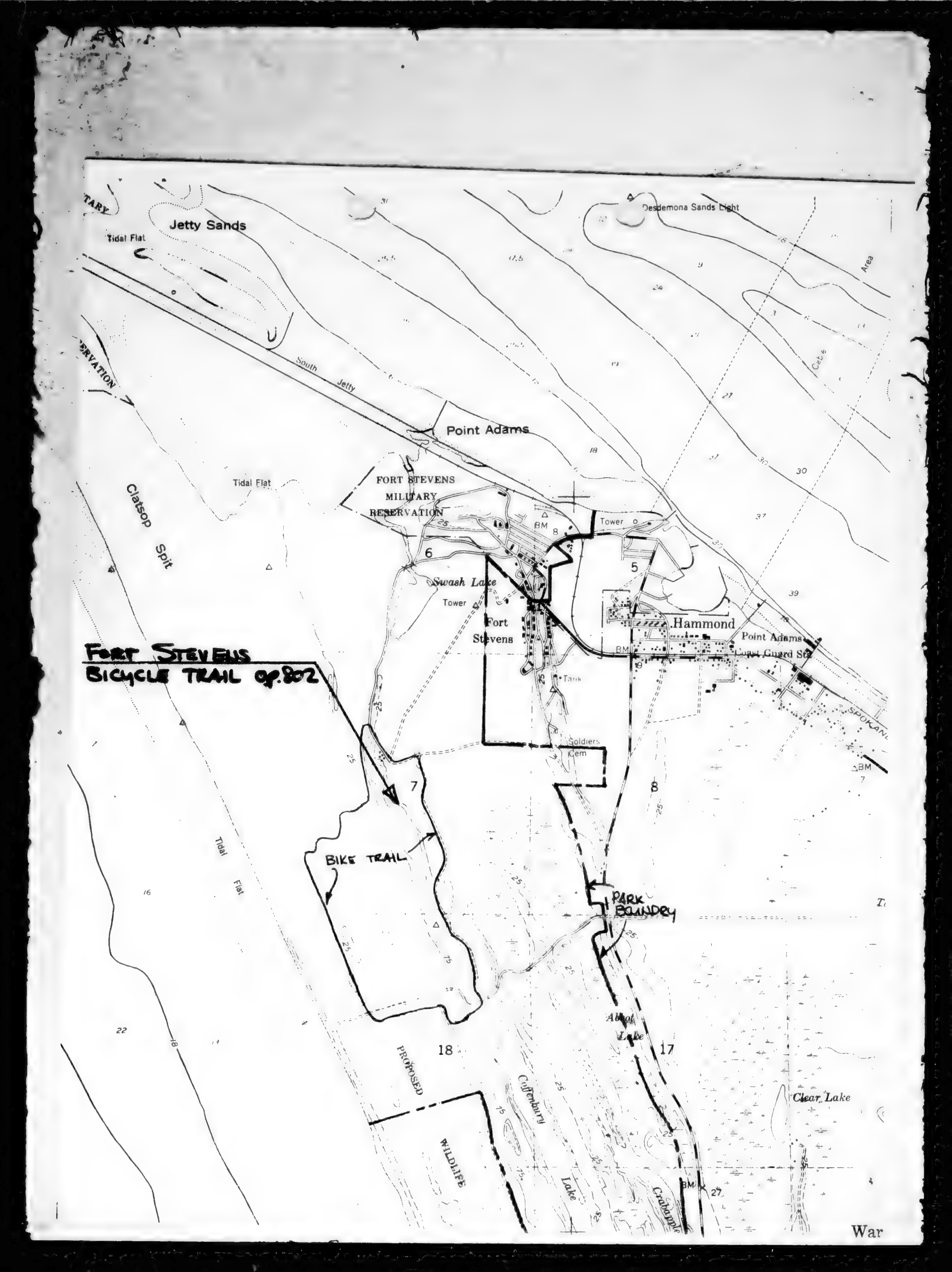
IN KIND $ _____

FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	% 50	$ 50,000	% 50	$ 50,000	% 100	$ 100,000
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes X

REMARKS


Jetty Sands
Tidal Flat
Desdemona Sands Light
Area
South Jetty
Point Adams
FORT STEVENS MILITARY RESERVATION
Tidal Flat
Clatsop Spit
BM 8
Tower
6
5
Swash Lake
Tower
Fort Stevens
Hammond
Point Adams Coast Guard Sta
BM
Tank
Soldiers Cem
SPOKANE
BM 7
FORT STEVENS BICYCLE TRAIL OR. 802
7
8
BIKE TRAIL
PARK BOUNDRY
Tidal Flat
Abbot Lake
18
17
PROPOSED WILDLIFE
Coffenbury Lake
Clear Lake
BM 24
Crabapple
War

7094 Sunset Bay State Park on Cape 1974
Arago Hwy., S.W. of Coos Bay
(Toilet building)

CON-5-7994

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 18, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7994, Work Completed December 9, 1974

Project Sunset Bay State Park

Highway - -, County Coos

Type of Work Toilet Building

Contractor Donald W. Thompson, Inc.

Recommended Acceptance Date March 12, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

BMW:wm

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3/20/75

7994

March 25, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 21, 1975, we wrote to you concerning release of final payment on Contract No. 7994 awarded to Donald W. Thompson, Inc., for work in the Sunset Bay State Park in Coos County.

Final payment on this contract is $2,868.93 and the total contract amount is $50,253.69. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7994

March 5, 1975

Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7994 for work on the Sunset Bay State Park on the Cape Arago Highway in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of five days is granted to recognize virtual completion of the project on December 4, 1974. This will leave seven days liquidated damages in effect at $75 per day, for a total of $525, for the period of November 27 to December 4, 1974.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
Contract Payments (Room 407)
Alfred Shirley, Jr.

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 3, 1975

FILE: CON 5 #7994

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Sunset Bay State Park
Contract No. 7994
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Donald W. Thompson, Inc. requests a complete time extension (12 days) because of late delivery of materials. The problems he cites are not documented, except by his own letter and the real reason for the late completion seems to be several minor unfinished items which are set forth in more detail by the Resident Engineer and which do not all appear to be related to material shortages particularly. The contractor was given the benefit of a stop work order from October 22 to November 18 awaiting delivery of some plumbing valves. At that time, the project was 95 percent completed.

The problem here is the one we often encounter of getting the contractor to do the last small percentage of work. The Region recommends a 5-day extension which really isn't based on extension reasons, but is in effect a correction of the completion date. They interpret that we had a practical completion by December 4. This would leave 7 days liquidated damages in effect (from November 27 to December 4) at $75 per day for a total of $525. I would concur in this. I believe some liquidated damages should be assessed in this situation. Our engineering is badly overrun, something like $4,000, or 75 percent over.

This project has some BOR funding in it. As yet in the few instances where it has arisen, we have not sought concurrence of any other agency on this type of funding. We have been treating it the same as federal aid secondary. A rough draft letter to the contractor on the above basis is attached, along with our file.

JAB:fr

Att.

cc: Contract Payments (Room 407)

RECEIVED
MAR 3 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7994 Contractor Donald W. Thompson, Inc.

Highway

Section Sunset Bay State Park

Kind of Work Toilet Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 5 day time extension of contract time to recognize substantial completion by December 4, 1974 and change time charges accordingly.

Recommended for Approval:

J. X. Wilson
Division Engineer

[signature]
Construction Engineer or Bridge Engineer

[signature]
State Highway Engineer

State Printing 27929

Contract No. 7994

Project designation BOR (State-Federal)

Date awarded April 5, 1974

Work started May 13, 1974

Per cent completed 100 Feb. 4, 1975 (Date)

No. of Workdays Allowed Exp. date 11-27-74

No. of Workdays Used Completed 12-9-74

No. of Added Workdays Requested 12

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date JAN 16, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .....days to 12 ADDITIONAL days, within which to complete our Contract No. 7997, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
AN ACCOMPANING LETTER EXPLAINS ALL ITEMS

Respectfully submitted,

DONALD W THOMPSON INC
Contractor

By Donald W. Thompson

CONSENT OF SURETY

Date January 17, 19 75

We, UNITED PACIFIC INSURANCE COMPANY

P. O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C. Andrew Nasburg
Attorney-in-fact

Doris B. Spence
Resident Agent

(SEAL)

7994

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Sunset Bay State Park	WEEK ENDING: December 27, 1974
	HIGHWAY:	SECTION PREFIX: 6-3334
		COUNTY: Coos
NAME OF JOB: Sunset Bay State Park	KIND OF WORK: Toilet Building	
CONTRACTOR: Donald W. Thompson, Inc.	CONTRACT NUMBER: 7994	FEDERAL AID PROJECT NUMBER: BOR
DATE OF CONTRACT: April 5, 1974	DATE WORK STARTED: May 13, 1974	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 part time SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $58,162.57	SPECIFIED COMPLETION DATE: October 31, 1974 *see below	PERCENT OF TIME ELAPSED: 105
EXCLUSIVE OF ENGINEERING: $53,082.87	ENGINEERING AUTHORIZATION: $5,079.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $49,878.69	This week: 90.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED PERCENT: OVERRUN / UNDERRUN: over 1.0 %	ENGINEERING COST TO DATE: $8,905.00	DATE PROJECT WAS COMPLETED: December 9, 1974
	PERCENT OF AUTHORIZATION: 175 %	Semi-final submitted 12-24-74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500				245.0 Sq. Yd.
TOTAL QUANTITIES CORRECTED TO DATE	500				231.9 " "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500				231.9 " "
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Building							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy & rain all week			
TUESDAY				* Time extended to Nov. 27 by stop work order.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Roadway
Koasey
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
DEC 30 1974
CONSTRUCTION SECTION

Scott
Glenn
Berg
Bridge

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The job is complete and the semi-final estimate was sent to the region office on Dec. 24, 1974. The contractor completed the minor corrective work.

FINAL REPORT

SIGNED L. Blackstock LOCATION Coquille

RIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

F216

Section Sunset Bay State Park
Highway
Contract No. 7994
F.A. Proj. No. BOR

Dec 27 1974

Contract Completed

Engineering Expended

Start Work Order

PER CENT

100
80
60
40
20
0

10 20 30 40 50 60 70 80 90 100

TIME

7994

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 10, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

The following listed projects indicate excessive engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7867	Cape Arago Hwy.-Woodland Drive	90	70
7939	Airport Rd.-Beltline Rd.	78	60
7994	Sunset Bay State Park	125	65

Please review the prosecution of these projects and take any appropriate action to hold engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

7994

April 8, 1974

Ronald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the Toilet Building at Sunset Bay State Park in Coos County in the amount of $50,797 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Bureau of Outdoor Recreation is received.

Approval has been received and the Administrator of Highways on April 5, 1974, awarded you the project, which has been assigned Contract No. 7994.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
Wm. Geibel (SAIF)
David Talbot
A. Shirley
L. V. Blickenstaff

7666 C. P.R. Malineur R.-Malineur 1974
Cives Rd. Dec., Steens Hwy.
(Grading and paving)

1942

STATE COPY

11-7-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Harney	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/7/75	R. A. Nichols, Area Engr		FLH-8(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/11/74	3/10/75	-- %	--
APPROVED EXTENSIONS	**LOCATION**		
--	--		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S FORK MALHEUR RIVER-MALHEUR CAVES ROAD
STEENS HIGHWAY
Grading & Paving

COPY SENT

NOV 20 1975

Washington

RECEIVED
STATE HWY ENGR
NOV 21 '75

RECEIVED
NOV 21 1975

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: R. A. Nichols		SIGNATURE: Original signed by E. J. Valach	
TITLE: Area Engineer	DATE: 11/7/75	TITLE: District Engineer	DATE: NOV 20 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

7995 FORM APPROVED OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* (1–2, 3–4, 5–8, 9–12, 13–15, 16–18, 19–22, 23–24, 25–27, 28–30, 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Harney	FLH-RS-8(4)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6201		April 11, 1974
20	FINAL CONSTRUCTION COST	DOL.	$699,596		DATE COMPLETED: October 11, 1974
21	LENGTH OF PROJECT	MILES	4.94		TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 10,178	GROSS EARNINGS: $76,590

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$619,640	
	9	PETROLEUM PRODUCTS	GAL.		
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	568,640	
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	27,151	
	15	AGGREGATES PRODUCED	TON	41,517	
	95		CU. YD.	2,863	
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	850	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52, 53–61, 62–70)

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
		18	452
		24	320
		36	82
		48	40
		60	42

CARD J	13	CONCRETE PIPE
CARD K	14	CLAY PIPE AND DRAIN TILE
CARD L	25	CORR. ALUMINUM CULVERT
CARD M	26	CAST IRON PIPE

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is more than only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is desired that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes, use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuse.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - Item should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies specifically listed herein. Costs of equipment rentals, equipment leases and the cost of operating the equipment, except the costs thereof under contracts, should not be included in this item. Small items of equipment, such as blacksmiths' handtools, repair parts, etc., which are considered to be supplies. Costs of such items and all equipment rentals should not be included. The amount included for [illegible] should be [illegible] cost paid by the contractor for the [illegible] and should include the costs of excavating, processing, coating or hauling. Wages and man-hours for aggregate production, of course, be included with item 30.

Item 23 - Report total contract amount for all types of signs including foundations, posts, [illegible] supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

OREGON STATE HIGHWAY DIVISION

CON-5-7995

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

Letter written
3-14-75 - JS

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7995, Work Completed October 11, 1974

Project S. Fk. Malheur River-Malheur Caves Rd.

Highway Steens, County Harney

Type of Work Grading and Paving

Contractor R. L. Coats

Recommended Acceptance Date March 10, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-12-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7995

March 21, 1975

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On March 14, 1975, we wrote to you concerning release of final payment on Contract No. 7995 awarded to R. L. Coats for work on the S. Fork Malheur River-Malheur Caves Road Section of the Steens Highway in Harney County.

Final payment on this contract is $1,894.26 and the total contract amount is $698,853.25 including $556.82 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: R. L. Coats
Boundary Box
Newport Avenue
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

799

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	South Fork Malheur River-Malheur Caves Road
WEEK ENDING	November 9, 1974
SECTION PREFIX	113-1050-900
HIGHWAY	Steens
COUNTY	Harney
NAME OF JOB	Fork Malheur River - Malheur Cv. Rd.
KIND OF WORK	Grading & Paving
CONTRACTOR	L. Coats
CONTRACT NUMBER	7995
FEDERAL AID PROJECT NUMBER	FLH-RS-8 (40)
DATE OF CONTRACT	April 5, 1974
DATE WORK STARTED	April 11, 1974
ESTIMATED COMPLETION DATE	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS 175
	WORK DAYS USED 171
	SPECIFIED CALENDAR DAYS
	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED 98
PROJECT AUTHORIZATION: $ 764,281.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 703,677.92	ENGINEERING AUTHORIZATION $ 60,603.84
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 713,274.88	ENGINEERING COST TO DATE $ 68,980.11
ESTIMATED PERCENT: OVERRUN 2.4 %	PERCENT OF AUTHORIZATION 114 %
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
	DATE PROJECT WAS COMPLETED: October 11, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.94	4.94			4.94
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.94	4.94			4.94
TOTAL ESTIMATED QUANTITIES (CONTRACT)	34,400 CuYd	41,500 Ton			27,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE	32,000 CuYd				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	30,274.9	41,499.63m			27,150 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	November 3, 1974
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	Submitted semi-final
SATURDAY	

REMARKS

Submitted ~~semi-final~~ semi-final on Friday.

This will be the last weekly report for this project.

SIGNED W E Hoffman LOCATION John Day

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7995

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 21, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project No. FLH-8(4)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7995, Work Completed October 11, 1974

Project S. Fk. Malheur River - Malheur Caves Road

Highway Steens

County Harney

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 15, 1974

G. L. Green
Division Engineer

VG:wm

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

RECEIVED
DEC 12 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

#7795

STATE COPY

cc: Wash DC (HHO-32) OSHD (H S Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Harney	Oregon

IN COMPANY WITH: Unaccompanied

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-15-74	R. L. Peterson, Asst Area Engineer	FLH-8(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory		100

COPY SENT

DEC 19 1974

S. FORK MALHEUR RIVER-MALHEUR CAVES ROAD SECTION
STEENS HIGHWAY
Grading and Paving

This project was completed on October 11, 1974 at a final cost of approximately $764,281.76. Washington

The project appeared to have been completed in reasonably close conformance with the plans and specifications. The appearance of the quarry site is very good.

RECEIVED
AREA ENGR
DEC 20 '74
REFER TO
FHR

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7795

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-11		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
4	(PPM 21-7)	Harney
MODIFICATION NUMBER	10-1-74	PROJECT NUMBER
1		FLH-RS-8(4) & RS-FLH-8(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 16, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 764,054 413,000 FLH	$ 797,650 413,000 FLH
Federal Funds	$ 274,347 RS	$ 300,603 RS
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities & extra items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1st day of October, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. J. Smith
for: G.L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. FLH-RS-8(4) and
RS-FLH-8(4)

S. FK. MALHEUR RIVER-MALHEUR CAVES ROAD SECTION

STEENS HIGHWAY IN HARNEY COUNTY

Salem, Oregon, September 25, 1974

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 579+44 to Sta. 593+50 - Sta. 604+50 to Sta. 607+62 - Sta. 642+00 to Sta. 770+15 - Sta. 810+05 to Sta. 840+00) (Public Lands)

Mobilization	All Required (67%)		$ 67,000.00
Furnishing Field Laboratory	1 only (67%)	2,000.00	1,340.00
Temporary Protection and Direction of Traffic	All Required (67%)		6,700.00
Temporary Signs	675 sq.ft.	6.00	4,050.00
*Flagmen	686 hour	10.00	6,860.00
Clearing and Grubbing	All Required (67%)		6,700.00
Removal of Structures and Obstructions	All Required (67%)		1,340.00
Ditch Excavation	100 cu.yd.	2.00	200.00
General Excavation	25,340 cu.yd.	1.00	25,340.00
Trench Excavation	194 cu.yd.	7.00	1,358.00
Finishing Roadbed and Slope	3.32 mile	1,000.00	3,320.00
Watering	570 M-gal.	5.00	2,850.00
*Plant Mix Aggregate Base	25,844 ton	3.50	90,454.00
Class "C" Asphalt Concrete Mixture	18,224 ton	6.30	114,811.20
*Asphalt Cement in Mixture	1,407 ton	72.00	101,304.00
Asphalt in Tack Coat	11 ton	100.00	1,100.00
18-inch Culvert Pipe	275 lin.ft.	12.00	3,300.00
24-inch Culvert Pipe	145 lin.ft.	15.00	2,175.00
36-inch Culvert Pipe	100 lin.ft.	24.00	2,400.00
48-inch Culvert Pipe	44 lin.ft.	32.00	1,408.00
60-inch Culvert Pipe	44 lin.ft.	54.00	2,376.00
Extra for Pipe Under Pavement	22 lin.ft.	3.00	66.00
Guard Rail, Type 2A	875 lin.ft.	7.00	6,125.00
Guard Rail Anchor, Type 1	4 only	250.00	1,000.00
Rail End Piece, Type C	4 only	100.00	400.00
Extra for Asphalt Approaches	6 only	80.00	480.00
Guide Posts	94 only	9.00	846.00
Roadside Seeding and Mulching	12 acre	600.00	7,200.00
PA 2 Relocate Type 1 Fence	20 rod.	1.65	330.00
PA 3 1"-0 Aggregate in Prime Coat	274 cu.yd.	7.00	1,918.00
PA 3 MC-250 Asphalt in Prime Coat	44 ton	125.00	5,500.00
			$470,251.20

Type Code 6201
Roadway (Sta. 579+00 to Sta. 579+44 - Sta. 593+50 to Sta. 604+50 - Sta. 607+62 to Sta. 642+00 - Sta. 770+15 to Sta. 810+05) (Private Land)

Mobilization	All Required (33%)		$ 33,000.00
Furnishing Field Laboratory	1 only (33%)	2,000.00	660.00
Temporary Protection and Direction of Traffic	All Required (33%)		3,300.00
Temporary Signs	425 sq.ft.	6.00	2,550.00
*Flagmen	338 hour	10.00	3,380.00
Clearing and Grubbing	All Required (33%)		3,300.00
Removal of Structures and Obstructions	All Required (33%)		660.00
Ditch Excavation	70 cu.yd.	2.00	140.00
General Excavation	9,060 cu.yd.	1.00	9,060.00
Trench Excavation	131 cu.yd.	7.00	917.00
Finishing Roadbed and Slopes	1.62 mile	1,000.00	1,620.00
Watering	280 M-gal.	5.00	1,400.00
*Plant Mix Aggregate Base	13,314 ton	3.50	46,599.00
Class "C" Asphalt Concrete Mixture	8,976 ton	6.30	56,548.80
*Asphalt Cement in Mixture	693 ton	72.00	49,896.00
Asphalt in Tack Coat	6 ton	100.00	600.00
18-inch Culvert Pipe	235 lin.ft.	12.00	2,820.00
24-inch Culvert Pipe	245 lin.ft.	15.00	3,675.00
Extra for Pipe Under Pavement	22 lin.ft.	3.00	66.00
Extra for Asphalt Approaches	9 only	80.00	720.00
Guide Posts	46 only	9.00	414.00
Roadside Seeding and Mulching	6 acre	600.00	3,600.00
			$224,925.80

Additional Anticipated Items			
Permanent Pavement Striping	All Required		$ 800.00
Permanent Signing	All Required		1,500.00
Temporary Erosion Control	All Required		1,000.00
Furnishing and Placing SS-1 Asphalt in Binder	All Required		3,000.00
On-the-Job Trainees (2 @ $800)	All Required		1,600.00
PA 3 1"-0 Aggregate in Prime Coat	135 cu.yd.	7.00	945.00
PA 3 MC-250 Asphalt in Prime Coat	22 ton	125.00	2,750.00
			$ 11,595.00
	Subtotal		$706,772.00
	Engineering		90,878.00
	Total		$797,650.00

*Changes in Quantities

Length of Roadway	3.32	miles (FLH)
	1.62	miles (RS)
Total	4.94	miles

Cost of Roadway per Mile - - - - - - - $161,467.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds (FLH)	Federal Funds (RS)	State Funds
FLH Roadway (Group 1)	$413,000.00	$413,000.00	$	$
FLH Roadway (Group 2)	57,251.20		44,741.00	12,510.20
Subtotal	$470,251.20	$413,000.00	$ 44,741.00	$ 12,510.20
RS Roadway (Group 3)	$327,398.80	$	$255,862.00	$ 71,536.80
Total	$797,650.00	$413,000.00	$300,603.00	$ 84,047.00

Group 1 - 67%
Group 2 - 0%
Group 3 - 33%

Contract No. 7995

Prefix 113-1050

S. FK. MALHEUR RIVER-MALHEUR CAVES ROAD SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$200.00

7995

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-10-18	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	4-12-74	COUNTY
3		Harney
		PROJECT NO.
		FLH-RS-8(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 78 9.4 mi. S.E. of Princeton, S.E. 5.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	3.32
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 413,000	$ 413,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Schuster

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer April 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. FLH-RS-8(4)

S. FK. MALHEUR RIVER-MALHEUR CAVES ROAD SECTION

STEENS HIGHWAY IN HARNEY COUNTY

Salem, Oregon, April 10, 1974

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 579+44 to Sta. 593+50 - Sta. 604+50 to Sta. 607+62 - Sta. 642+00 to Sta. 770+15 - Sta. 810+05 to Sta. 840+00) (Public Lands)

Mobilization	All Required (67%)		$ 67,000.00
Furnishing Field Laboratory	1 only (67%)	2,000.00	1,340.00
Temporary Protection and Direction of Traffic	All Required (67%)		6,700.00
Temporary Signs	675 sq.ft.	6.00	4,050.00
Flagmen	245 hour	10.00	2,450.00
Clearing and Grubbing	All Required (67%)		6,700.00
Removal of Structures and Obstructions	All Required (67%)		1,340.00
Ditch Excavation	100 cu.yd.	2.00	200.00
General Excavation	25,340 cu.yd.	1.00	25,340.00
Trench Excavation	194 cu.yd.	7.00	1,358.00
Finishing Roadbed and Slope	3.32 mile	1,000.00	3,320.00
Watering	570 M-gal.	5.00	2,850.00
Plant Mix Aggregate Base	27,805 ton	3.50	97,317.50
Class "C" Asphalt Concrete Mixture	18,224 ton	6.30	114,811.20
Asphalt Cement in Mixture	1,186 ton	72.00	85,392.00
Asphalt in Tack Coat	11 ton	100.00	1,100.00
18-inch Culvert Pipe	275 lin.ft.	12.00	3,300.00
24-inch Culvert Pipe	145 lin.ft.	15.00	2,175.00
36-inch Culvert Pipe	100 lin.ft.	24.00	2,400.00
48-inch Culvert Pipe	44 lin.ft.	32.00	1,408.00
60-inch Culvert Pipe	44 lin.ft.	54.00	2,376.00
Extra for Pipe Under Pavement	22 lin.ft.	3.00	66.00
Guard Rail, Type 2A	875 lin.ft.	7.00	6,125.00
Guard Rail Anchor, Type 1	4 only	250.00	1,000.00
Rail End Piece, Type C	4 only	100.00	400.00
Extra for Asphalt Approaches	6 only	80.00	480.00
Guide Posts	94 only	9.00	846.00
Roadside Seeding and Mulching	12 acre	600.00	7,200.00
			$449,044.70

Type Code 6201
Roadway (Sta. 579+00 to Sta. 579+44 - Sta. 593+50 to Sta. 604+50 - Sta. 607+62 to Sta. 642+00 - Sta. 770+15 to Sta. 810+05) (Private Land)

Mobilization	All Required (33%)		$ 33,000.00
Furnishing Field Laboratory	1 only (33%)	2,000.00	660.00

Temporary Protection and Direction of Traffic	All Required (33%)		3,300.00
Temporary Signs	425 sq.ft.	6.00	2,550.00
Flagmen	120 hour	10.00	1,200.00
Clearing and Grubbing	All Required (33%)		3,300.00
Removal of Structures and Obstructions	All Required (33%)		660.00
Ditch Excavation	70 cu.yd.	2.00	140.00
General Excavation	9,060 cu.yd.	1.00	9,060.00
Trench Excavation	131 cu.yd.	7.00	917.00
Finishing Roadbed and Slopes	1.62 mile	1,000.00	1,620.00
Watering	280 M-gal.	5.00	1,400.00
Plant Mix Aggregate Base	13,695 ton	3.50	47,932.50
Class "C" Asphalt Concrete Mixture	8,976 ton	6.30	56,548.80
Asphalt Cement in Mixture	584 ton	72.00	42,048.00
Asphalt in Tack Coat	6 ton	100.00	600.00
18-inch Culvert Pipe	235 lin.ft.	12.00	2,820.00
24-inch Culvert Pipe	245 lin.ft.	15.00	3,675.00
Extra for Pipe Under Pavement	22 lin.ft.	3.00	66.00
Extra for Asphalt Approaches	9 only	80.00	720.00
Guide Posts	46 only	9.00	414.00
Roadside Seeding and Mulching	6 acre	600.00	3,600.00
			$216,231.30

Additional Anticipated Items		
Permanent Pavement Striping	All Required	$ 800.00
Permanent Signing	All Required	1,500.00
Temporary Erosion Control	All Required	1,000.00
Furnishing and Placing SS-1 Asphalt in Binder	All Required	3,000.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
		$ 7,900.00
	Subtotal	$673,176.00
	Engineering	90,878.00
	Total	$764,054.00

Length of Roadway	3.32 miles (FLH)	
	1.62 miles (RS)	
Total	4.94 miles	

Cost of Roadway per Mile - - - - - - - $154,666.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds (FLH)	Federal Funds (RS)	State Funds
FLH Roadway (Group 1)	$413,000.00	$413,000.00	$	$
FLH Roadway (Group 2)	36,044.70		28,168.00	7,876.70
Subtotal	$449,044.70	$413,000.00	$ 28,168.00	7,876.70
RS Roadway (Group 3)	$315,009.30	$	$246,179.00	$68,830.30
Total	$764,054.00	$413,000.00	$274,347.00	$76,707.00

Group 1 - 67%
Group 2 - 0%
Group 3 - 33%

Contract No. 7995

Prefix 113-1050

S. FK. MALHEUR RIVER-MALHEUR CAVES ROAD SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$200.00

#7945 UNIT 1

6-28-74

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Harney Original signed by R. A. NICHOLS	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
6-28-74	R. A. Nichols, Area Engineer Mr. Richard Peterson, Asst Area Engineer		FLH-RS-8(4)
In Company With	Mr. W. E. Hoffman, Resident Engineer, OSHD; and Mr. B. N. Hatcher, Asst Resident Engineer, OSHD		

Location The project beings at MP 47.2 of the Steens Highway (FAS Route 23-050) about 45 miles southeast of Burns, Oregon, proceeding almost 5 miles along the Steens Highway to a point about ½ mile southeast of an intersection with a County road that leads to the Malheur Caves.

Contractor Name and Address R. L. Coats, Bend, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
4-5-74	$665,276	175 CWD	4-18, 1974	4-11-1974
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	5 %	5%	

Roadbed (Width) 42 *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)
Asphaltic Concrete	6201	4.94 miles	10	existing	32

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Nore		

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

7-15-74 Unit-

JUL 11 1974

S. FK. MALHEUR R. - MALHEUR CAVES RD. SEC.
STEENS HIGHWAY
Grading and Paving Washington

The project work includes: widening an existing 20-foot-wide road to a 32 foot roadway consisting of two 12-foot lanes and two 4-foot shoulders; flattening fill and cut slopes to provide a safer section and extending the existing drainage facilities to conform with the new sections.

The contractor has performed grading work throughout the project; however, the writer did not observe any sections that had been completed even to rough grade.

Mr. Hoffman reported that there was a very large underrun in the excavation quantities (plan quantities—31,277 C.Y., staked quantities—13,958 C.Y.). A price agreement has been issued to cover the cost of borrowing the extra needed material at the contract unit price for excavation.

The contractor has begun to crush base aggregates. According to the test reports, the aggregates are within the specification limits, but many of the test reports indicate borderline material.

NOTED
H.S.COULTER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Mr. Hoffman reported that the contractor was hauling water from a source which is indicated on the plans. However, Mr. Hoffman was not certain whether the contractor had obtained permission from the property owner to use the water source. At the time of this inspection, the contractor was still hauling water from this source.

RECEIVED
STATE HWY ENGR

JUL 12'74

REFER TO

FOR

Info | D/R | Sign | Act | File

7995

April 8, 1974

R. L. Coats
Boundary Box Newport Ave.
Bend, OR 97701

Dear Mr. Coats:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the S. Fk. Malheur River-Malheur Caves Rd. Section of the Steens Highway in Harney County in the amount of $665,276 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on April 5, 1974, awarded you the project, which has been assigned Contract No. 7995.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 19, 1974.

Very truly yours,

C. W. Mead,
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle & Portland
W. E. Schwartz
Willard Hoffman
C. T. Keasey
Walt Hart
Vince Gallagher
Wm. Geibel (SAIF)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7995 3127

LETTER OF APPROVAL AND AUTHORIZATION

FEDERAL AID PROJECT NO.
FLH-RS-8(4)

STATE SECT NO.
South Fork Malheur River-Malheur Caves Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
FLH-13 & RS-9

COUNTY NAME
Harney

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
March 1, 1974	March 1, 1974	Secondary Route 445 / Secondary Route 442

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
After concurrence in award your are authorized to proceed with those items listed below as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)

Permanent Pavement
Striping.....$800.00
Permanent Signing.....1,500.00
Temporary Erosion Control.....1,000.00
Furnishing & placing SS-1 Asphalt in Binder.....3,000.00
On the Job Training....1,600.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's February 28, 1974 rewuest and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-18-74		Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

RECEIVED
MAR 21 '74
REFER TO

Scale

7995

February 13, 1974

TO Oregon Transportation Commission

SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Finance Approval
Molalla River (Wrights) Br. - Cascade Highway - Clackamas Co.
S. Fk. Malheur River - Malheur Caves Rd., Steens Highway - Malheur Co.

The surveys for these sections have been completed and projects are scheduled for contracting early in 1974. Neither project required a public hearing; however, the Division has met all federal requirements for clearinghouse and environmental concerns.

The Molalla River (Wrights) Bridge Section is proposed as a Federal-aid Secondary project. The section is 0.4 mile in length and involves construction of a new bridge over the Molalla River with minimum roadway approaches. The total estimated cost is $1,625,000.

The South Fork Malheur River - Malheur Caves Road Section will be financed with Federal Lands Highway funds in an amount of $413,000 and the remaining $462,000 is proposed to be financed from Federal-aid Secondary funds. This section is 4.94 miles in length and involves widening and overlay to two 12-foot travel lanes with 4-foot paved shoulders.

I recommend your approval of these projects as additions to Federal-Aid Program XIIA.

This will be an item on the agenda for your consideration at the February 27 meeting.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young
Victor D. Wolfe
J. H. Versteeg
J. B. Boyd
Region I
Region V
Gary Sund
R. E. Whipps

BLG:dgk cm

NOTED
C. W. HEAD

TRANSACTION NUMBERS 2-4 AND 2-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-29-74

BY (Signature): MR. YOUNG'S 1-24-74 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS FLH AND RS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 9 AND 13 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
9	RS-FLH-8(4)	2.58	439,600	343,500	SOUTH FORK MALHEUR RIVER-MALHEUR CAVES ROAD SECTION HARNEY COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT.
13	FLH-RS-8(4)	2.42	413,000	413,000	"	"

REMARKS (Division)

1-31-74
original to D. H. young

NOTED
E. S. HUNTER

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-29-74	SIGNATURE AND TITLE Vernon V. Cusack

VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA PR-48 (Rev. 8-71)

GPO 915-690

7925

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 29, 1974

SUBJECT: Oregon Project FLH-RS-8(4)
S. Fk. Malheur River - Malheur Caves Road Section
Design Approval

In reply refer to: 10-35-EC2

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

After carefully reviewing the data furnished with both your July 3, 1972, and January 24, 1974 letters we have determined that consideration of alternate locations is not a factor in the development of this project. We are therefore hereby approving the design of project as requested in the above mentioned letters.

NOTED
E. S. HUNTER
cc Veneteg
Wolfe
Young
2-1-74

Vernon V. Cusack

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JAN 31 '74
REFER TO
FOR
Info | Inves | R/D | DiR | Sign | Act | File

7995

January 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. FLH-RS-8(4)

We are submitting program data for one jointly financed Federal Lands Highway-Rural Secondary Project No. FLH-RS-8(4), Item No. 13 (Federal Lands Highway) and Item No. 9 (Rural Secondary), "S. Fk. Malheur River-Malheur Caves Road Section," which we desire to have included in the Federal Lands Highway and Rural Secondary Highway Programs.

Increases in construction costs since our first submission dictates joint funding to accomplish the project. Therefore, we request that you substitute the enclosed PR-1 forms, Item No. 13, Project No. FLH-RS-8(4), for the PR-1 forms submitted as FLH-8(4) under our letter of July 3, 1972.

Our request for location/design approval and the supporting data submitted under said letter of July 3, 1972 is still valid for this jointly financed project.

The negative declaration was concurred in by FHWA on July 17, 1972.

Enclosures

JG:js

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

REV. 1-24-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION *(45 typewriter spaces)* (21–65): SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.	ADT	PRESENT: 180	FUTURE (66): 290	YEAR (70)(71)(72): 94	REGION: 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK *35 typewriter spaces)* (28–62): Gr., Dr., High-type Pave.	NATL. FOREST (63)(65):	FH ROUTE NO. (66)(68):	SUPV AGCY (69):	DA CLASSIF. (70):	DA AREA (71):	EMERG. YR. (72)(73):	PL. AUTH YR (74)(75):	PROJECT NUMBER PREFIX LETTER(S) (14–23): FLH-RS-	NUMBER (24–27): 8			
CARD 4	CLASS OF FEDERAL FUNDS: Public Lands								COUNTY NAME: Harney				
	NAME OF URBAN AREA (17–31):								ROUTE NO.: S	FEDERAL-AID (32): 455	STATE (36)(37): 442	U.S.	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–76)	STATE FUNDS	OTHER FUNDS
5					PE		SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.					
5					ROW							
5					CONST (CODE) 6201		"S. Fk. Malheur Riv.-Malheur Caves Rd. Sec."	(5.00) *2.42	(852,600) 413,000	(756,500) 413,000	- -	
								*2.42	413,000	413,000	- -	

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	

REMARKS This project is jointly
Lands and Rural Secondary Federal funds. Based on money value of which Publ
any additional cost over and above within Federal Lands (3.38 miles) will be
Secondary funds.

*Miles based on percentage split in accordance with total estimated cost.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

REV. 1-24-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
8 9.4 mi. SE of Princeton, SE 5.0 mi.	ADT	180	290	94	10	Oregon	41	610	13

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave.								FLH-RS-	8	(4)		

Public Lands

COUNTY NAME: Harney — CODE: 025

ROUTE NO. S — FEDERAL-AID: 455 — STATE: 442 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.						Gr., Dr., 2-12' lanes H.T. pave. with 4' shoulders.
W								
NST E)		"S. Fk. Malheur Riv.-Malheur Caves Rd. Sec."	(5.00)	(852,600)	(756,500)			ROW - 200' normal; Access control-none; Parking restrictions-none.
			*2.42	413,000	413,000	- -		
		PROJECT TOTALS	*2.42	413,000	413,000	- -		

AL DATES

REMARKS This project is jointly financed using Public Lands and Rural Secondary Federal funds. Based on money value of which Public Lands funds is firm, any additional cost over and above within Federal Lands (3.38 miles) will be financed with Rural Secondary funds.

*Miles based on percentage split in accordance with total estimated cost.

-over-

USCOMM DUSCOMM-DC 48905-P61

S. FK. MALHEUR RIV.-MALHEUR CAVES RD. SECTION
PROJECT NO. FLH-RS-8(4)

Existing Facility: Two 10' lanes oil mat surface with 2.5' shoulders constructed in 1959 under Project S-53(4).

Adjacent Section: NW'ly End: Same as above-described existing facility.
SE'ly End: Two 12' lanes of bituminous surface with 4' shoulders constructed in 1969 under a State project.

Project Data: The work consists of grading and draining two 12' lanes of high-type pavement with 4' paved shoulders on existing alignment.

Note: There are four portions on State-owned land, approximately 1.62 miles, in the project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

A-95 Review: State Clearinghouse and District 14 Clearinghouse letters of approval dated June 27, 1972 and June 14, 1972, respectively.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on July 17, 1972.

Public Hearing: None required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Request being submitted concurrently with this program.

NOTE: (1) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project is in Congressional District No. 2.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

1-24-74

Budget Bu

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 78 9.4 mi. SE of Princeton, SE 5.0 mi. 65	ADT	PRESENT 180	FUTURE (66) 290	YEAR (70)(71)(72) 94	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Gr., Dr., High-type Pave. 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT N PREFIX LETTER(S) 14 RS-FLH- 2				
CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	NAME OF URBAN AREA 17-31	COUNTY NAME Harney	ROUTE NO. S	FEDERAL-AID 455 (32)	STATE 442 (3							

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	O
1	(14-15)	(16)	41	42								
5					PE		SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.					
5					ROW							
5					CONST (CODE) 6201		"S. Fk. Malheur Riv.-Malheur Caves Rd. Sec."	(5.00)	(852,600)	(756,500)		
								*2.58	439,600	343,500	95,500	
							PROJECT TOTALS	*2.58	439,600	343,500	95,500	

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

REMARKS This project is Secondary and Public Lands Federal funds. Based on money value of any additional cost over and above within Federal lands (3.38 miles Secondary funds.

*Miles based on percentage split in accordance with total estimated

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

1-24-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
78 9.4 mi. SE of Princeton, SE 5.0 mi.	ADT	180	290	94	10	Oregon	41	075	9

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
e Pave.								RS-FLH-	8	(4)	

Rural Secondary

COUNTY NAME: Harney — CODE: 025

ROUTE NO. S — FEDERAL-AID: 455 — STATE: 442 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.						Gr., Dr., 2-12' lanes H.T. pave. with 4' shoulders.
W								
NST DE) 01		"S. Fk. Malheur Riv.- Malheur Caves Rd. Sec."	(5.00)	(852,600)	(756,500)			ROW - 200' normal; Access control-none; Parking restrictions-none.
			*2.58	439,600	343,500	95,500		
		PROJECT TOTALS	*2.58	439,600	343,500	95,500		

VAL DATES

REMARKS: This project is jointly financed using Rural Secondary and Public Lands Federal funds. Based on money value of which Public Lands funds is firm, any additional cost over and above within Federal lands (3.38 miles) will be financed with Rural Secondary funds.

*Miles based on percentage split in accordance with total estimated cost.

-over-

USCOMM DUSCOMM-DC 48905-P61

S. FK. MALHEUR RIV.-MALHEUR CAVES RD. SECTION

PROJECT NO. RS-FLH-8(4)

Existing Facility: Two 10' lanes oil mat surface with 2.5' shoulders constructed in 1959 under Project S-53(4).

Adjacent Section: NW'ly End: Same as above-described existing facility.
SE'ly End: Two 12' lanes of bituminous surface with 4' shoulders constructed in 1969 under a State project.

Project Data: The work consists of grading and draining two 12' lanes of high-type pavement with 4' paved shoulders on existing alignment.

Note: There are four portions on State-owned land, approximately 1.62 miles, in the project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

A-95 Review: State Clearinghouse and District 14 Clearinghouse letters of approval dated June 27, 1972 and June 14, 1972, respectively.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on July 17, 1972.

Public Hearing: None required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Request being submitted concurrently with this program.

NOTE: (1) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project is in Congressional District No. 2.

7995

Salem, Oregon

November 6, 1973

Memo to the File

E. S. Hunter
Assistant State Highway Engineer

Obligation Release
FLH Monies

Received word this A.M. that the obligation release for FLH monies has been made in a total amount, nationwide, of $5 million.

The projects which were approved did not include the South Fork Malheur River-Malheur Caves Road Section of the Steens Highway. Field personnel should be reassigned accordingly.

The next obligation release will probably occur next fall and there is no assurance that our project will be included.

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
L. H. Young
V. D. Wolfe
J. H. Versteeg
C. T. Keasey
W. E. Schwartz

7995

5

GAME COMMISSION

NOTED
E. S. HUNTER

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

June 26, 1973

cc's sent 6-27-73

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
W. E. Schwartz (2)

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of preliminary plans for the South Fork Malheur River-Malheur Caves Road section.

No adverse resource problems are anticipated providing work conducted in or near waterways is done to reduce short and long-term turbidities.

If we may be of any further assistance, please call.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Victor Wolfe, OSHD
Fish Commission of Oregon

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1973
ROAD DESIGN SECTION

RECEIVED
SEP 25 1972
FOR FILING

FORM E-30 (REV. 10-69)

7795

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 21, 1972

To: L. H. Young
Programing Engineer

BUILDING

SUBJECT: Right of Way Status
FLH Project
Bid Opening October 26, 1972

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

S. Fk. Malheur Riv.-Malheur Caves Rd. Sec.

No additional right of way was necessary for this project.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JUL 2 0 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1972

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

S. Fk. Malheur R.-Malheur
Caves Road Section
Steens Secondary Hwy. #442
Harney County

This negative declaration is to accompany our request for approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located approximately 45 miles southeast of the city of Burns in Harney County. It is approximately four miles southeasterly of the community of Princeton and 34 miles northwest of the Steens Highway Junction with the I.O.N. Highway (US 95) (Burns Junction).

The proposal basically consists of widening the existing roadbed, patching, A.C. overlay, and necessary culvert extension and replacement to provide two 12-foot travel lanes with 4-foot paved shoulders. Length of the project is 4.94 miles.

PURPOSE OF PROJECT The purpose of the project is to upgrade this section of road to the standards of the adjoining sections of highway accomplished by previous construction. The present road surface in this section is broken in places as a result of frost heaving and vehicle use. The narrow roadbed width and shoulders combined with the deteriorating road surface makes widening and overlay work desirable for improving the safety and mobility of the road user, and reducing future maintenance efforts.

RECEIVED
JUL 18 1972
PLANNING SECTION

DISCUSSION OF ENVIRONMENTAL IMPACTS

The Steens Highway is an important connection between Burns in the north half of Harney County and the I.O.N. Highway in the south half of Malheur County. Its primary service is to ranchers in the region, as well as local and regional recreation and commercial traffic. While traffic counts are not high, the highway is a vital link in the regional transportation network.

The widening and overlay project does not require new right-of-way. The roadbed widening and culvert extensions can be accommodated within the existing right-of-way. No adjustments in vertical or horizontal alignment are contemplated, as the road geometry is good.

Culverts are being extended or replaced as necessary; however, no live streams are crossed. The S. Fork of the Malheur River, Camp Creek and other drainages are intermittent only and are to be piped to carry small amounts of runoff for a short duration, which will occur in this region after intense desert showers. The contract work will be accomplished during dry periods.

Vegetation is sparse in the area -- limited primarily to sagebrush and desert grasses. Excavation and backfill will disturb some roadside vegetation, not of any significant botanical, economic or scenic value.

No parks, recreation areas or wildlife refuges are affected, and no site or structure listed in the National Register of Historic Places is affected by the project.

A state-owned quarry site, used in previous years, is to be used for a material source. It is visible from the roadway, but because of its previous use, it is not anticipated that removal for this project will produce additional visible landscape scars.

Stage construction and appropriate signing and flagging will be accomplished to safely accommodate traffic during the work period.

The Southeast Oregon Council of Governments, in their capacity as Regional Clearinghouse, reviewed and approved the project by letter dated June 14, 1972. State Clearinghouse review has been completed and all respondents indicated concurrence and approval June 27, 1972.

BASIS FOR NEGATIVE DECLARATION

This project is a necessary link to upgrade the Steens Highway. It will improve the mobility and safety of the road user with no detrimental effect to the natural and social environment. Your concurrence with this conclusion of the Oregon Highway Division Staff is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. L. Schroeder

R. L. Schroeder
Assistant State Highway Engineer

GAP:dg

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. E. Royer
L. H. Young
V. D. Wolfe
F. L. Hall
W. E. Schwartz

Acting Division Engineer

Concur JUL 17 1972
Date

RECEIVED
JUL 1 1972
FOR FILING

July 3, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

SUBJECT Program Data & Location/Design Approval
Project No. FLH-8(4)

We are submitting program data for one project, Item No. 13, Project No. FLH-8(4), "South Fork Malheur River-Malheur Caves Road Section", which we desire to have included in the Federal Lands Highway Program.

A "Negative Environmental Declaration", prepared according to provisions of PPM 40-1, is being submitted for your concurrence under separate action.

A "Public Hearing" is not required under the provisions of paragraph 6c of PPM 20-8.

Enclosed is one copy each of State and District 14 Clearinghouse approvals dated June 27, 1972 and June 14, 1972, respectively.

We hereby request your approval of the following location/design as set forth hereinafter and in the enclosed study report for the project.

Location: The corridor follows the existing highway alignment and lies within the present right-of-way.

Design: The proposed design consists of two 12-foot travel lanes of high-type pavement with 4-foot paved shoulders. The majority of the existing public roads and approaches retain their same location.

More complete location/design details are contained in the enclosed study report consisting of the following documents:

1 copy Design Section Report
1 copy Traffic Section Report
1 copy Detail Map and Typical Section

The State Highway Division has considered the enclosed study report, as well as the social, economic and environmental effects and has concluded the location/design criteria described hereinabove and in the study report is suitable for the proposed project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Enclosures

cc: F. B. Klaboe

JG:js

FILE

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

June 27, 1972

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

HARNEY Co.

Re: S.FK. Malheur River-
Malheur Caves Road
PNRS #7206 2 080

Dear George:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

BEN GIFFORD

Ben
6/2

cc: July 3, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau CP:nm
Roger Trygstad
H.S. Cox
B.L. Gifford
C.K. Ansell
W.E. Schwartz

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

May 26, 1972

LOCATION SECTION STUDY REPORT
SOUTH FORK MALHEUR RIVER-MALHEUR CAVE ROAD SECTION
STEENS HIGHWAY
HARNEY COUNTY

Following is the project description on the South Fork Malheur River-Malheur Cave Road Section. A public hearing was not held per paragraph 6c Federal Highway Administration PPM 20-8.

The northerly end of the project is about four miles southeasterly of the community of Princeton. The southerly end of the project is 0.3 mile southerly of the road to Malheur Cave. The total length of the project is 4.94 miles.

The facility will be a two-lane highway having 12-foot travel lanes and 4-foot shoulders.

The project consists of widening the present travel lanes along the existing alignment and grade. This widening can be accomplished within the existing right of way.

No families, businesses, farm operations or nonprofit organizations will be displaced by the project.

Any seeding and mulching necessary to protect the environment and enhance the esthetics of the area will be included in the project. Also, any signing or traffic protection devices necessary to protect the public will be included in the project.

FORM S-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1972

To:

Victor D. Wolfe
Location Engineer

B U I L D I N G

SUBJECT:

Public Hearing Documentation
South Fork Malheur River-Cove Road Section
Steens Highway
Harney County

During 1971, the average daily traffic for the South Fork Malheur River-Cove Road Section on the Steens Highway was 160 vehicles. The projected 1991 average daily traffic is 260 vehicles. The computed capacity of the existing highway is 4,100 vehicles.

For the period of January 1, 1967 through December 31, 1968 for eight months of 1969 and for the year 1970 and 1971, no accidents were reported on this section of highway.

Public utilities which may be affected by the construction of this facility are United Telephone Company of Northwest and Harney Electric Co-op, Inc.

Roger D. Trygstad
Traffic Studies Engineer

TS:ap
cc: Don Keyes
Stu Couper

RECEIVED
JUL 11 1972
LOCATION
SECTION

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-3-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NA
CARD 2	1 (19) (20)	SR 78 9.4 mi. SE of Princeton, SE 5.0 mi. 21 68	ADT	160	260 (66) (70)	92 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PRO PREFIX LETTER(S)
CARD 3	Gr., Dr., High-type Pave. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Public Lands	Harney
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 455 (32) / STATE 442

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)	
5					PE		SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.				
5					ROW						
5					CONST (CODE) 6201		"S. Fk. Malheur Riv.- Malheur Caves Rd. Sec."	5.00	610,000	413,000	197,000
							PROJECT TOTALS	5.00	610,000	413,000	197,000

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES	(16) (23)	(24) (33)	REMARKS
1	14					

NO.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-3-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION *(45 typewriter spaces)*: SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	160	260	92	10	Oregon	35	610	13

PROPOSED WORK *(35 typewriter)*: High-type Pave.

NATL. FOREST | FN ROUTE NO. | SUPV AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) FLH- | NUMBER 8 | SEQ. NO. (4)

T. Projects Only: POST MI. | DESIG.

FUNDS: Public Lands

AREA

COUNTY NAME: Harney | CODE 025

ROUTE NO. S | FEDERAL-AID 455 | STATE 442 | U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		SR 78 9.4 mi. SE of Princeton, SE 5.0 mi.						Gr., Dr., 2-12' lanes H.T. pave. with 4' shldrs.
	ROW								
	CONST (CODE) 6201		"S. Fk. Malheur Riv.-Malheur Caves Rd. Sec."	5.00	610,000	413,000	197,000		ROW - 200' normal; access control-none; parking restrictions-none.
			PROJECT TOTALS	5.00	610,000	413,000	197,000		

PREPARED BY

FHWA APPROVAL DATES

REMARKS

-OVER-

S. FK. MALHEUR RIV.-MALHEUR CAVES RD. SECTION

PROJECT NO. FLH-8(4)

Existing Facility: Two 10' lanes oil mat surface with 2.5' shoulders constructed in 1959 under Project S-53(4).

Adjacent Section:
NW'ly End: Same as above-described existing facility.
SE'ly End: Two 12' lanes of bituminous surface with 4' shoulders constructed in 1969 under a State project.

Project Data: The work consists of grading and draining two 12' lanes of high-type pavement with 4' paved shoulders on existing alignment.

Note: There are four portions on State-owned land which will be included in the project and constructed, to the same standards, with State funds.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Negative Environmental Declaration: Prepared according to provisions of PPM 90-1 and submitted as a separate document.

State and District 14 Clearinghouse: Approvals dated June 27, 1972 and June 14, 1972, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Request being submitted concurrently with this program.

NOTE: On-the job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

June 30, 1972

TIMES-HERALD

Burns, Oregon 97720

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice relative to State's proposal on the S. Fork Malheur River-Malheur Caves Road Section of the Steens Highway (ORE 78), southeasterly of the city of Burns, Harney County, Oregon.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, July 6, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer, in La Grande, 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:lat
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting (113-1470-980)
County and City
Public Affairs
W. E. Schwartz, Region Engineer
George Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
Victor Wolfe
D. H. Moehring
R. N. Chase

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, after study of engineering, environmental, and socio-economic aspects, has requested the Federal Highway Administration's approval of the combined route location and highway design for construction of a Federal Lands Highway project on the South Fork Malheur River-Malheur Caves Road Section of the Steens Highway (ORE 78) approximately 50 miles southeasterly of the city of Burns, Harney County, Oregon.

The proposal consists of reconstructing and upgrading of the existing facility to provide two 12-foot travel lanes and 4-foot shoulders. The project is approximately 5 miles in length.

Maps and related data pertinent to the proposal are on file and available for review and copying, if interested persons desire, in the Highway Commission files, State Highway Building, Salem.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:lat
6/30/72
TIMES-HERALD, Burns

RECEIVED
JUL 27 1972
FOR FILING

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

June 27, 1972

Mr. George Baldwin, Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

HARNEY Co.

Re: S.FK. Malheur River-
Malheur Caves Road
PNRS #7206 2 080

NOTED
E. S. HUNTER

Dear George:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

BEN GIFFORD

Ben
6/2

cc: July 3, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
C.K. Ansell
W.E. Schwartz

CP:nm

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

June 16, 1972

To Oregon State Highway Commission

From F. E. Klaboe
Acting State Highway Engineer

Subject Federal Lands Highway Funding
Arnold Ice Cave Rd.-Horse Ridge Sec., Central Oregon Highway
S.Fk. Walhalla Riv.-Walhalla Ice Caves Rd. Sec., Sisters Highway

On April 13, 1972, we were advised by the Federal Highway Administration that funds were allotted for these two projects and if it is anticipated the funds will be released after July 1, 1972. We have completed the surveys, cleared the necessary Federal-Aid regulations, and are preparing plans for a letting as soon as funds are available for the following projects:

Arnold Ice Cave-Pauline Ridge Section, Central Oregon Highway. Project 5.15 miles in length. Roadway construction: two 12-foot travel lanes with 8-foot shoulders. The FLH allotment is $1,322,000 and the estimated cost for the State's share is $550,500, for a total estimated cost of $1,952,500.

S. Fork Walhalla River-Walhalla Ice Caves Road Section, Sisters Highway. Project 4.94 miles in length. Roadway construction: two 12-foot travel lanes with 4-foot shoulders. The FLH allotment is $413,000; however, FLH lands within the project will only permit an FLH share of $321,000 and an estimated State cost of $229,000, for a total estimated cost of $550,000.

I recommend these projects for construction and letting as soon as FLH funds are released and request your authorization to use State construction funds for our share in the participation.

This matter will be on the agenda for your consideration at the June 27 meeting.

cc Floyd Query
George M. Baldwin
Tom Edwards
E. S. Hunter
L. H. Young
Frank L. Hall
Vern Skoog
Ben Gifford
Gary Ross
Gary Sund

BLG:js ms

RECEIVED
JUL 14 1972

FOR FILING
7995

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: South Fork Malheur River-Malheur Caves Road
Highway: Steens (FAR 455)
County: Harney
Prefix: 113-1470

Res. Engr. —
Approx. Length 5.0± miles
Sta. 579+00± to Sta. 840+00±
Date 6-13-72

Mean Truck A.D.T. 31.0
Traffic Coefficient 6.6 (See Remarks on Page 2.)
18 kip s. a. per day 9.0

Annual Precipitation 10"±
Frost Penetration 36"±
CBR Total Requirement 21.0"

(1)

Typical Soil

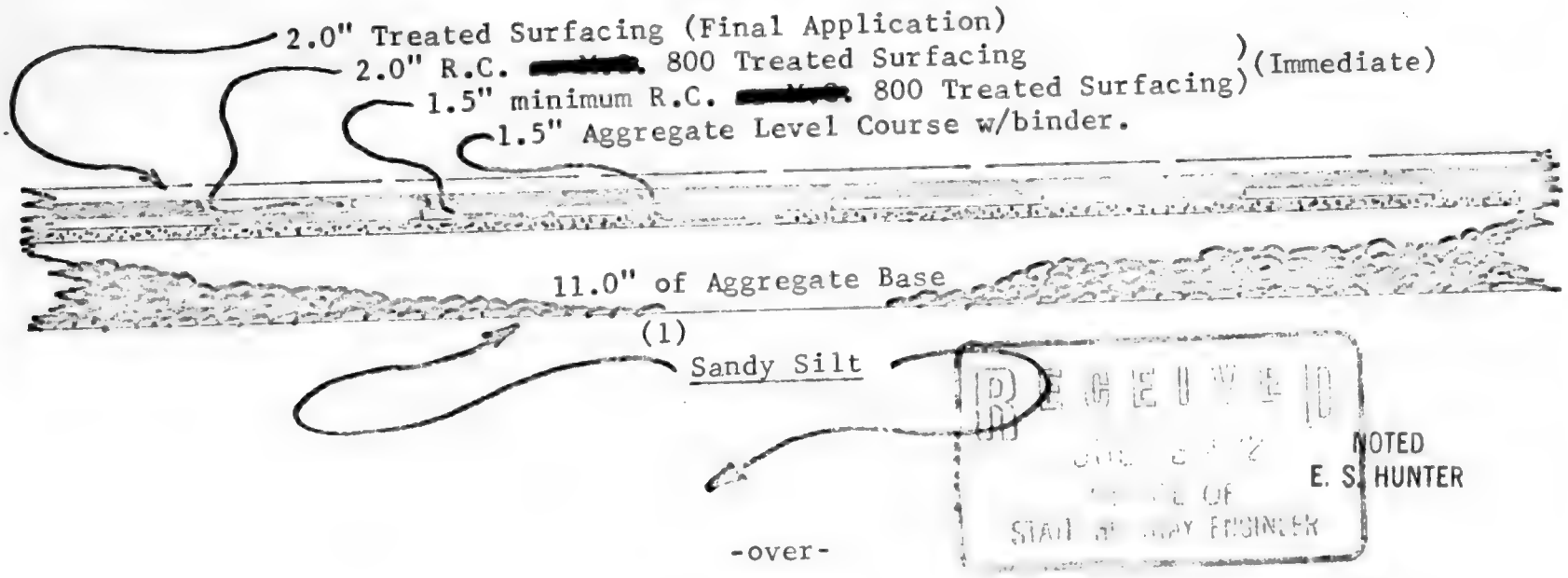
22	LL
2	PI
96	%P 10
69	%P 200
4	% Gravel
3	% C Sand
24	% F Sand
53	% Silt
16	% Clay
13	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	2.0	R.C. or M.C. 800 (F.A.)
5.5	3.5	R.C. or M.C. 800 (L.)
1.5	1.5	A.L.
11.0	11.0	A.B.
21.0	18.0	

STRUCTURAL SECTION
"NEW WORK"


2.0" Treated Surfacing (Final Application)
2.0" R.C. [redacted] 800 Treated Surfacing)
1.5" minimum R.C. [redacted] 800 Treated Surfacing) (Immediate)
1.5" Aggregate Level Course w/binder.
11.0" of Aggregate Base
(1)
Sandy Silt

RECEIVED
JUL 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

-over-

Submitted by [signature]
Base Design Engineer

Recommended by [signature]
Engineer of Materials and Research

Recommended by [signature]
Location Engineer

Approved by [signature]
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: South Fork Malheur River-Malheur Caves Road

HIGHWAY: Steens

COUNTY: Harney

"OTHER ROADS"

Traffic Coefficient	Treated *Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	1.5"	14.0"	20.0"	18.5"
4.8 - 6.0	2.0"	1.5"	14.5"	17.0"	*18.0"
Cars Only	2.0"	1.5"	14.5"	12.0"	*18.0"

*The total surfacing thickness has been increased to equal approximately one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.7 and a C.B.E. Requirement of 17.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Treated Surfacing	= 1.5" Aggregate Base
1.0"	Asphalt Concrete	= 2.0" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

RECEIVED
JUL 14 1972

FOR FILING
7995

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: ~~South Fork~~ Malheur River-Malheur Caves Road
Highway: Steens (FAR 455)
County: Harney
Prefix: 113-1470

Res. Engr.:
Approx. Length: 5.0± miles
Sta. 579+00± to Sta. 840+00±
Date 6-13-72

Mean Truck A.D.T. 31.0
Traffic Coefficient 6.6 (See Remarks on Page 2.)
18 kip s. a. per day 9.0
(1)

Annual Precipitation 10"±
Frost Penetration 36"±
CBE Total Requirement 21.0"

Typical Soil

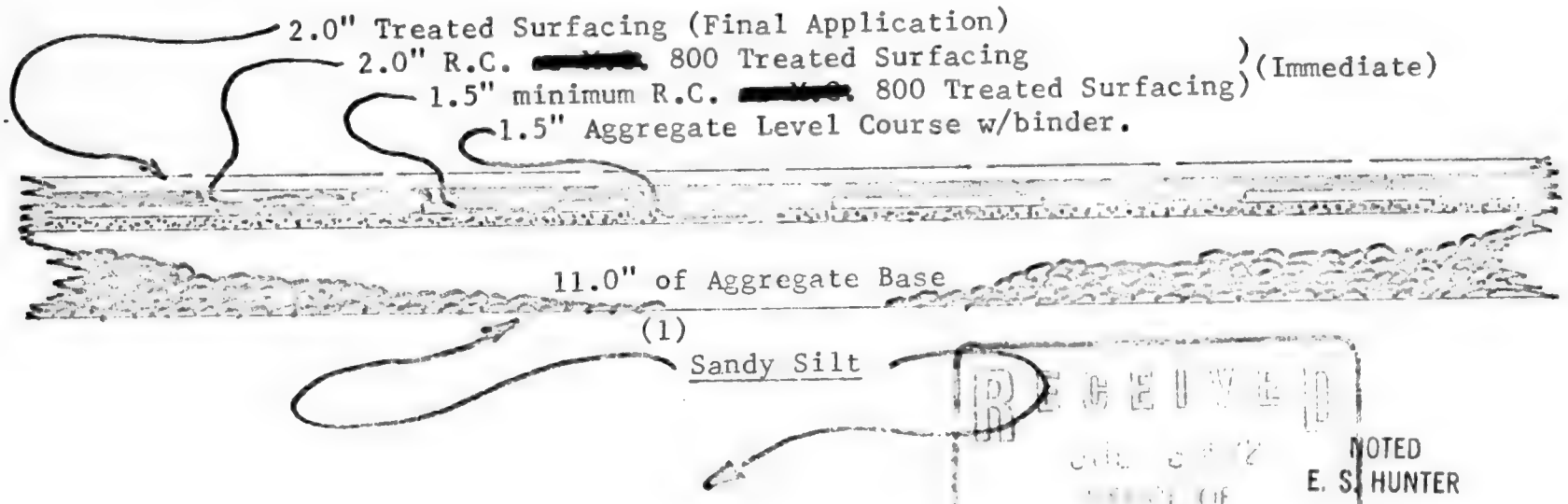
22	LL
2	PI
96	%P 10
69	%P 200
4	% Gravel
3	% C Sand
24	% F Sand
53	% Silt
16	% Clay
13	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	2.0	R.C. or M.C. 800 (F.A.)
5.5	3.5	R.C. or M.C. 800 (I.)
1.5	1.5	A.L.
11.0	11.0	A.B.
21.0	18.0	

STRUCTURAL SECTION
"NEW WORK"


2.0" Treated Surfacing (Final Application)
2.0" R.C. [redacted] 800 Treated Surfacing
1.5" minimum R.C. [redacted] 800 Treated Surfacing) (Immediate)
1.5" Aggregate Level Course w/binder.
11.0" of Aggregate Base
(1)
Sandy Silt

RECEIVED
JUL [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

-over-

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

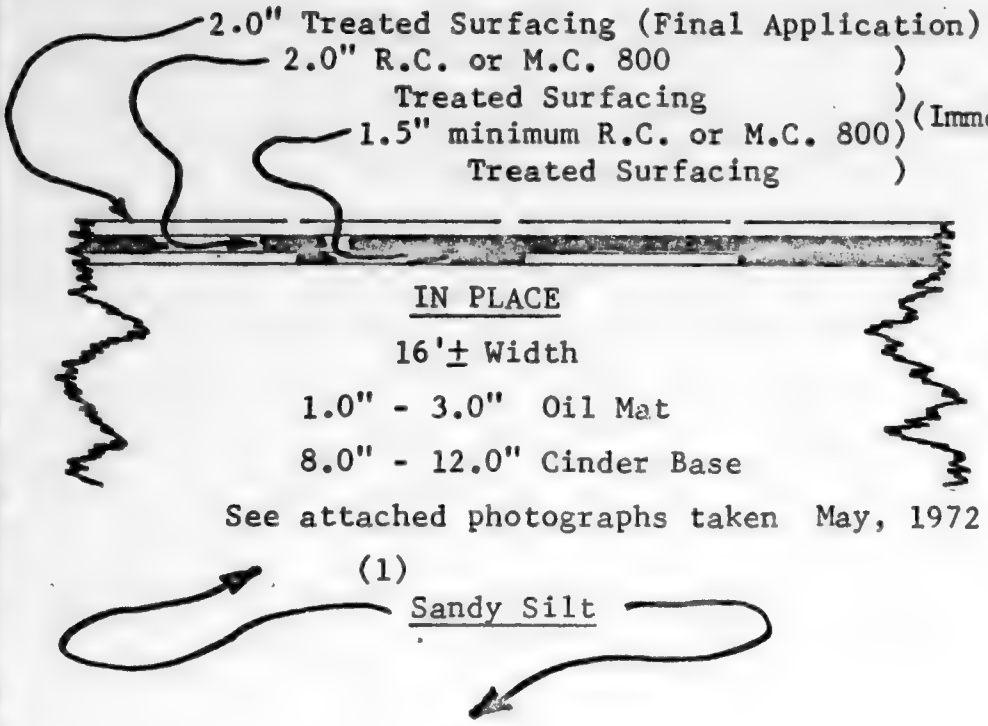
Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)



edit	*Actual Thick.*	*Component*
	2.0	R.C. or M.C. 800 (F.A.)
	3.5	R.C. or M.C. 800 (I.)

STRUCTURAL SECTION

Credit	*Actual Thick.*	*Component*

SECTION: South Fork Malheur River-Malheur Caves Road

HIGHWAY: Steens

COUNTY: Harney

"OTHER ROADS"

Traffic Coefficient	Treated *Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	1.5"	14.0"	20.0"	18.5"
4.8 - 6.0	2.0"	1.5"	14.5"	17.0"	*18.0"
Cars Only	2.0"	1.5"	14.5"	12.0"	*18.0"

*The total surfacing thickness has been increased to equal approximately one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.7 and a C.B.E. Requirement of 17.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Treated Surfacing	=	1.5" Aggregate Base
1.0"	Asphalt Concrete	=	2.0" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.1" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: South Fork Malheur River-Malheur Caves Road

HIGHWAY: Steens

COUNTY: Harney

150 Present ADT (1972)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	10	1.6	16	13	450	5,850
3	6	1.6	10	8	1000	8,000
4	2	1.6	3	3	1250	3,750
5	5	1.6	8	7	3180	22,260
6	0	---	--	--	2570	- - -
				31	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 39,860

TWENTY YEAR EWL 797,200

TRAFFIC COEFFICIENT 6.6

SECTION: South Fork Malheur River-Malheur Caves Road

HIGHWAY: Steens

COUNTY: Harney

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: One project has been completed, but has not been in service long enough to establish a performance record.
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

FILED

FOR FILE

7995

June 2, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage Street, S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 14	S. Fk. Malheur Riv.-Malheur Caves Rd.
Fed. Lands Highway Project	Steens Hwy., Harney County

The estimated date of filing for federal-aid funds on this project is July 17, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:bb

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
C. K. Ansell
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT: State Highway Division	[45	46] DIVISION: Dept. of Transportation			[79
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45	46] CITY: Salem	[60	76] ZIP: 97310	[80
04	12] CONTACT PERSON: L. H. Young	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563	[59
01	12] PROJECT TITLE: S. Fk. Malheur Riv.-Malheur Caves Rd. FLH-8(4) Dist. 14					[71
11	12] PROJECT LOCATION CITY: Steens Highway	[45	46] PROJECT LOCATION COUNTY: Harney County			[79
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Project involves preliminary engineering, grading, paving and incidental work					[71
06	12] required to repave and widen approximately 5.0 miles of the existing highway.					[71
07	12] The roadway will have 12-foot travel lanes with 4-foot shoulders. An additional					[71
08	12] 3.3 miles of pavement seal treatment on a section completed in 1969 will be					[71
09	12] included in this project.					[71
10	12]					

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19: 325,700	20] (B) Other [27:	28] (C) State [35: 223,300	36] (D) Local [43:	44] (E) FUNDS [51:	52] (F) FUNDS [60: 549,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B)	[45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)	[79
14	12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways			[71
15	12] FEDERAL AGENCY NAME: Dept. of Transportation	[45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Admin.	[79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34	[X] 35	[ ] 36	[ ] 37	[X] 38	[ ] 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: 7] 43] DAY [44: 17] 45] YEAR [46: 1972

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 2, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: June 2, 1972

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Lands Highway Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 60
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $_____ OTHER FUND CASH $_____ IN KIND $_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%___ $_____	%___ $_____	%___ $_____
Second Year	%___ $_____	%___ $_____	%___ $_____
Third Year	%___ $_____	%___ $_____	%___ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

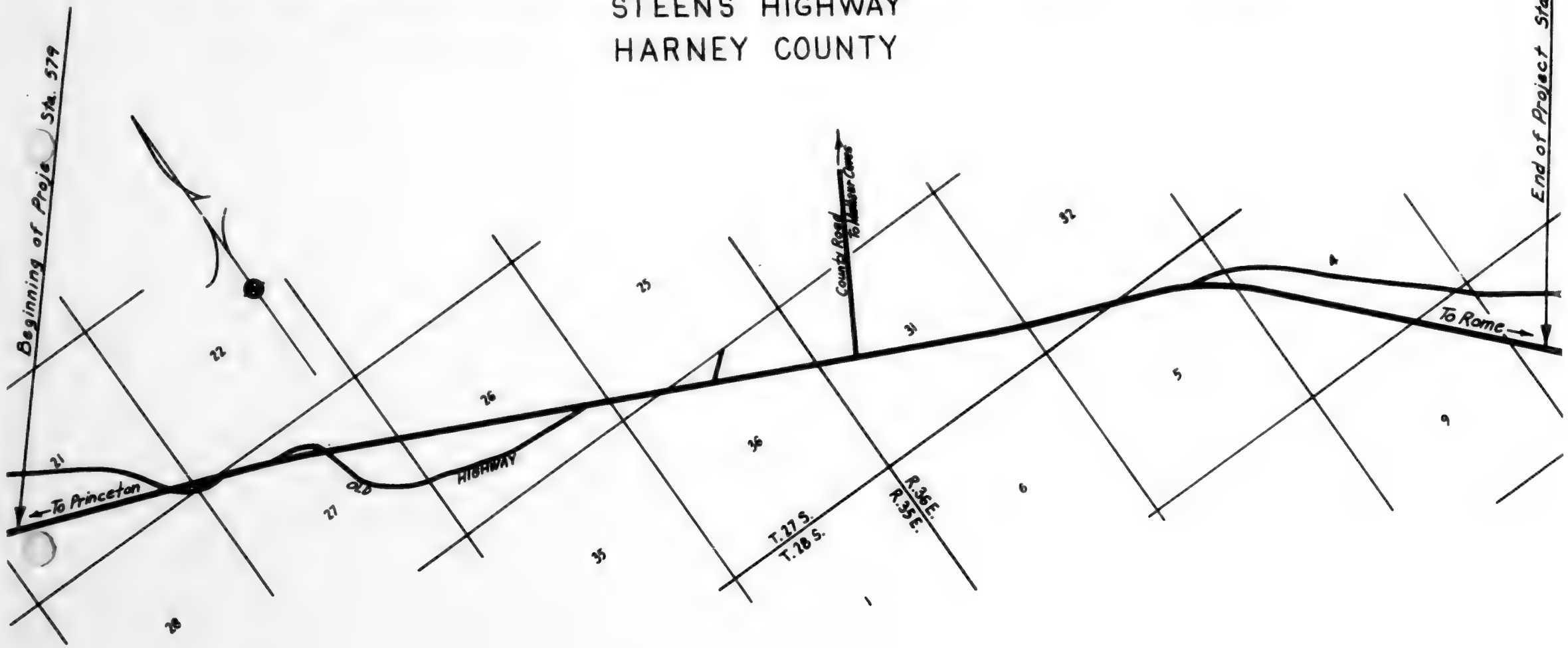
OREGON STATE HIGHWAY DIVISION

SKETCH MAP

S. FK. MALHEUR RIVER ~ MALHEUR CAVES RD. SEC.

STEENS HIGHWAY

HARNEY COUNTY



FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

7995

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 19, 1972

In reply refer to: 10-35.1/112.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Allocation of Public Lands Funds, FY 1971 and FY 1972

Our Washington, D.C. office has advised -

From the available authorizations from the general funds of the Treasury for Fiscal Year 1971, and prior year, funds have been allotted for the improvement of the following projects in Region 10:

Idaho	US 95 near Oregon line	$ 740,000
Washington	SR 20 North Cross State Highway	800,000
Idaho	US 20 thru AEC Test Site	500,000
Oregon	US 20 east of Bend	$ 1,322,500

From the available authorizations from the Highway Trust Fund for Fiscal Year 1972, funds have been allotted for the improvement of the following project:

Oregon	SR 78 SE of Princeton	$ 413,000

The subject projects as they affect Oregon should not be advanced to construction until receipt of further notice as to availability of funds, which is anticipated as being after July 1, 1972.

Simpson:nig

4-25-72.
cc: Frank Nash
L.H. Young
D.D. Wolfe

4-28-72
Hunt - Putnam - Schmitz
Jenkins - Stacy

FBF
Note time availability

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7996 Willow Cr. ("C" St., Madra[illegible]) 1974
Erique Cor. of PAC 16-109
(Grading, paving & structure)

CUA 4904 3/13/74

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP°F294

Contract 7996
(S-16-1081)

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Jefferson County Court
Courthouse
Madras, OR 97741

Attention of
Honorable Herschel Read
County Judge

Request No. (assigned by staff engineer or head of division) cc 1667

Date November 10, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Transfer of advance deposit for the construction of Willow Creek (C St.-Madras) Bridge, FASC Project In accordance with letter dated 3/29/74 and advance deposit sheet dated 7/20/70 (copies attached)		$11,000.00

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $11,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. .....

Credit distribution:
516-1045-297

Submitted by:
E. F. Hildebrandt

Approved:
.....
Division Engineer

Approved:
.....
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Form 81-734-1382

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

Rec'd Loc
this is complete
39 ago

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY	
Reference	MADRASC
Invoice No.	1390
Date Recd.	7-20-76

Depositor MADRAS, CITY OF

Amount #11,000.00

Section Responsible for Monitoring Project Region 4 DIST 10
410

Estimated Completion Date _____

Purpose Const Willow CR Creek BR Bridge - C steel madras

Other Information (File #, FA Project, etc.) _____

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☒ Upon Completion (3) ☐ Other _____

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 316-1712-287 PE Prefix _____
(4) ☐ SCA (7) ☐ Off System
(5) ☐ Urban (8) ☐ Title II, Normal
(6) ☐ FAS-C (9) ☐ Title II, Grade Crossing

Remarks Deposit in amount of transfer from SCA funds

Prepared by CCL Date 7-20-76

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY	
Reference	
Invoice No.	
Date Recd.	
Deposit Amt.	

Depositor

Remarks

Received by

Form A-65—5M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Administrator &
Highway Engineer

This Space for Use of Accounting Division

Date June 29, 1976

Invoice No.

P. O. No.

Transfer as advance deposit for construction costs on the Willow Creek ("C" Street-Madras) Bridge on FAS 16-108 in Jefferson County. Contract 7996 to City of Madras's SCA account per FAS-C construction agreement with Jefferson County dated 10-24-73.

To Highway Fund $11,000.00

G. N. Hopkins
Project Development Engineer

316-1712-287

Note: $14,000.00 was transferred on January 29, 1976

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP°F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Jefferson County Court
Courthouse
Madras, Oregon 97741
Attention of Hon. Herschel Read
County Judge

Request No. (assigned by staff engineer or head of division) cc-1574

Date June 23, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Willow Cr. ("C" St.-Madras) Br. Section
FAS 16-108

Covered by Agreement dated October 24, 1973

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Madras SCA Funds includes County's Share	$25,000.00	
		Federal Participation	91,480.90	
		State Costs	1,588.51	
		Total Cost of Project	$118,069.41	
		No Cost to County		

Not Billing-Reference only

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. From SCA Funds $1,400.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. SCA Fund $25,000

Give the number of the last previous request in connection with this same service.

Credit distribution: 516-1045-297

Submitted by: Harold Reynoldson
Harold Reynoldson, Rural Program Engr.

Approved:
Division Engineer

Approved: Geo. N. Hopkins
Geo. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 23, 1976

County Jefferson **Contract No.** 7996 **Date Completed** _____

FAS 16-108 **Section** Willow Cr. ("C" St.-Madras) Br.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor (Federal Participation)	$101,737.57
Engineering	15,260.64
Total	$116,998.21
Payment to Contractor (Non-participation)	67.12
Engineering	1,004.08
	$ 1,071.20

Total Cost of Project - $118,069.41

Federal Funds Collected 91,480.90

Per the agreement and letter of understanding all of the City of Madras' $25,000 SCA fund is to be used toward the cost of this project and is to include the county's matching share.

Costs are divided as follows:

Madras SCA Fund (Includes County's Share)	$ 25,000.00
Federal Participation	91,480.90
State Costs	1,588.51
Total Cost of Project	$118,069.41

No cost to the county or City of Madras.

Reference: Billing Form cc-1574

7996

STATE COPY

CC: OSHD (H S Coulter)
Wash DC (HHO-32)

EPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION

G K Hossner

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
RS-16-108(1)	Jefferson	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a bridge 48 feet long with a roadway width of 54 feet and a 5-foot sidewalk, construction of approaches, placement of riprap and installation of guardrail. The project involved removal of a narrow timber and steel structure which was unable to meet present and future traffic loads. The bridge was constructed over Willow Creek on "C" Street (FAS 16-108) in Madras.

COPY SENT

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Douglas S. Coats Construction	$ 97,590.50

AUG 28

Washington

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* C V Keasey

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width Various feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.039	Varies	X081	0.010

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
D. B. Carter, Area Engineer	10-16-74

12. IN COMPANY WITH N Krehbiel, Res Engr, OSHD and
R. Sandman, Reg 4 Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE D B Carter

D. B. Carter

14. TITLE	15. DATE
Area Engineer	8-29-75

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G K Hossner

G. K. Hossner

17. TITLE	18. DATE
District Engineer	8/29/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7996

April 23, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 7996 awarded to Douglas S. Coats Construction for work on the Willow Creek ("C" Street, Madras) Bridge Section on FAS 16-108 in Jefferson County was completed on October 11, 1974, and accepted by the Administrator and State Highway Engineer on April 21, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 28, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Douglas S. Coats Construction
Route 2, Box 1620
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7996

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 18, 1975

FILE:

FROM: For C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7996, Work Completed October 11, 1974

Project Willow Creek ("C" Street, Madras) Bridge

Highway FAS 16-108, County Jefferson

Type of Work Grading, Paving & Structure

Contractor Douglas S. Coats Construction

Recommended Acceptance Date April 21, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENG.
APR 22 '75
REFER TO
FOR

APPROVED
STATE HIGHWAY ENGINEER
DATE: 4-22-75

1496

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek ("C" St., Madras) Bridge		WEEK ENDING: March 22, 1975
		SECTION PREFIX: 516-1045
HIGHWAY: FAS 16-108		COUNTY: Jefferson
NAME OF JOB: Willow Creek ("C" St., Madras) Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Douglas S. Coats Construction	CONTRACT NUMBER: 7996	FEDERAL AID PROJECT NUMBER: RS 16-108(1)
DATE OF CONTRACT: April 17, 1974	DATE WORK STARTED: May 22, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 154
PROJECT AUTHORIZATION: $ 111,970.12	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 103
EXCLUSIVE OF ENGINEERING: $ 102,191.07	ENGINEERING AUTHORIZATION: $ 9,779.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: excl. of engr. 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 101,612.76	ENGINEERING COST TO DATE: $ 14,556.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. engr. 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 148.9%	DATE PROJECT WAS COMPLETED: October 11, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3/16	Cloudy, cold	0		Project complete
MONDAY 17	Rain, cold	0		
TUESDAY 18	Rain, cold	0		
WEDNESDAY 19	Rain, cold	0		
THURSDAY 20	Clear, cool	0		
FRIDAY 21		0		
SATURDAY 22		0		

RECEIVED
MAR 24 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3/16/75	No activity. Project complete.
MONDAY 3/17/75	
TUESDAY 3/18/75	
WEDNESDAY 3/19/75	
THURSDAY 3/20/75	
FRIDAY 3/21/75	
SATURDAY 3/22/75	

REMARKS

Project complete. Semi-final submitted to region Thursday, 3/20/75.

This is final weekly report on this contract.

Const. (3) ✓
Region (1)
File (1)

SIGNED Dennie Ahs LOCATION Redmond
For N. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7996

February 6, 1975

Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7996 for work on the Willow Creek Bridge ("C" Street, Madras) in Jefferson County.

Careful consideration was given to the reason you submitted. In light of the available facts an extension of four days is granted. This is because of delay in securing two special guardrail connecting brackets for the project.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Carl Williams

fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7996 Contractor Douglas S. Coats

Highway FAS 16-108

Section Willow Creek ("C" St., Madras) Bridge

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Supplier/Fabricator of special aluminum stiffening brackets for guardrail end connections to structure experienced difficulty in forming operations. Success in fabricating the special bracket was achieved on the fourth attempt in late September, 1974. Initial attempt at fabrication was late May, 1974. Documentation of efforts of fabrication are in attached letter from Portland Wire and Iron Works to Douglas Coats, dated October 15, 1974. Diligent efforts were made in fabrication of the special bracket.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7996
Project designation	RS-16-108(1) (State-Federal)
Date awarded	April 17, 1974
Work started	May 22, 1974
Per cent completed	100% Oct. 11, 1974 (Date)
No. of Workdays Allowed (Calendar)	150
No. of Workdays Used (Calendar)	154
No. of Added Workdays Requested	4

State Printing 27929

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Oct 15, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 154 days, within which to complete our Contract No. 7996, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Douglas L Coats Construction
Contractor

By Douglas L. Coats

CONSENT OF SURETY

Date 10-15, 1974

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard L Maulden
Attorney-in-fact

Richard L Maulden
Resident Agent

(SEAL)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7996

Salem, Oregon
February 4, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Willow Creek ("C" St. Madras) Br.
Contract No. 7996
Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

NOTED
H. S. COULTER

Douglas S. Coats Construction requests 4 days extension (which covers all the liquidated damages because of a delay in securing two special guard rail connecting brackets). Included is a letter from Portland Wire and Iron Works reciting a sad story of 4 attempts to make these two pieces before they were successful. (Note the pictures of the work.) The project was all completed otherwise and was opened to traffic on the day the 150 days allowed elapsed. The troublesome brackets were installed 4 days later with 4 days liquidated damages assessed at $75 per day.

The Portland Wire and Iron letter cites aluminum material delay at one point. I think we should recognize it as a valid reason for extension here. The public had full use of the project on time. Our engineering is overrun about 40 percent, but not because of the 4 days involved.

This is a federal-aid Rural Secondary project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
FEB 5 1975
Office of
Assistant State Highway Engineer

JEFFERSON
THE COUNTY WITH A BIG FUTURE

1-45/304

COUNCIL
MEETS SECOND TUESDAY EACH MONTH

CITY OF MADRAS

416 6TH STREET
MADRAS, OREGON 97741

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE DEC 20 1974 RDE
RSO REGION 4 RBE
ASSIGNED

December 19, 1974

State of Oregon
Department of Highways
2128 S Hwy 97
Bend, Oregon 97701

Gentlemen:

At the regular meeting of the Common Council of the City of Madras held December 10th, 1974 it was duly moved and seconded that the City of Madras accept the completion of the "C" Street bridge.

Sincerely,
CITY OF MADRAS
A. P. Miller
A. P. Miller City Recorder

AM"tg

cc: N. D. Krehbiel
City/County
Construction

RECEIVED
COUNTY & CITY SECTION
DEC 23 1974
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

111c

STATE COPY

Monthly transaction number 12-22	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jefferson
Modification number 1	(PPM 21-7) 12-5-74	Project number RS-16-108(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 1, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 111,969	$ 118,737
Federal funds	$ 87,503	$ 92,791
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of December, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E Wunsta

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By S. S. Smith for G. L. Green
(Division Engineer)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid Project
No. RS-16-108(1)

WILLOW CREEK ("C" ST., MADRAS) BRIDGE SECTION

FAS 16-108 IN JEFFERSON COUNTY

Salem, Oregon, November 26, 1974

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 2+40 to Sta. 5+00)

Subtotal in Previous estimate of April 19, 1974			$18,777.50
Previous Estimate			
General Excavation	220 cu.yd.	4.50	$ 990.00
1" - 0 Aggregate Base	180 cu.yd.	10.00	1,800.00
Class "C" Asphalt Concrete	190 ton	22.00	4,180.00
			$ 6,970.00
Revised Estimate			
General Excavation	440 cu.yd.	4.50	$ 1,980.00
3/4" - 0 Aggregate Base (PA 1)	580 cu.yd.	10.00	5,800.00
Class "C" Asphalt Concrete	227 ton	22.00	4,994.00
			$12,774.00
Net Increase			$ 5,804.00
Subtotal			$24,581.50
Engr. & Cont.			3,686.50
Total			$28,268.00

Type Code X080
Structure (Sta. 3+36.8 to Sta. 3+91.8)

Total for structure same as previous estimate of April 19, 1974		$90,469.00
Length of Roadway - - - - - - - - - -	0.039 mile	
Length of Structure - - - - - - - - - -	0.010 mile	
Total	0.049 mile	
Cost of Roadway per Mile- - - - - - -	$724,820.51	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 28,268.00	$22,090.00	$ 3,089.00	$ 3,089.00
Structure	90,469.00	70,701.00	9,884.00	9,884.00
Total	$118,737.00	$92,791.00	$12,973.00	$12,973.00

Group 1 - 100%

Contract No. 7996

Prefix 516-1045

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
5-40	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Jefferson
PROJECT REPORT NO. 3	*(PPM 21-7)* 5-1-74	PROJECT NO. RS-16-108(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.3 mi. E. of Jct. with US 97, E. 0.049 mi. (Madras)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-28-74	0.049
OTHER *(Specify)*		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 111,969	$ 87,503

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith for
G. L. Green (Division Engineer)

Date executed by Division Engineer May 1, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is
without legal authority to regulate
the use of the right of way of this
project by utilities or private lines
it will by formal agreement with
appropriate local government officials
regulate or cause to be regulated
such use on a continuing basis in
accordance with a satisfactory utility
accommodation policy meeting the
requirements of PPM 30-4.1.
"Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable."

Oregon State Highway Division

Federal-aid Project
No. RS-16-108(1)

WILLOW CREEK ("C" ST., MADRAS) BRIDGE SECTION

FAS 16-108 IN JEFFERSON COUNTY

Salem, Oregon, April 19, 1974

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 2+40 to Sta. 5+00)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	220 sq.ft.	5.00	1,100.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	125 sq.ft.	4.50	562.50
Flagmen	90 hours	9.50	855.00
General Excavation	220 cu.yds.	4.50	990.00
1" - 0 Aggregate Base	180 cu.yds.	10.00	1,800.00
Class "C" Asphalt Concrete	190 tons	22.00	4,180.00
12-inch Culvert Pipe	30 lin.ft.	8.00	240.00
Guard Rail, Type 2	125 lin.ft.	16.00	2,000.00
Guard Rail, Type 3	50 lin.ft.	20.00	1,000.00
Guard Rail Anchors, Type 1	2 only	300.00	600.00
Rail End Piece, Type C	2 only	150.00	300.00
Concrete Walks	20 sq.yds.	8.50	170.00
Concrete Curbs	4 cu.yds.	120.00	480.00
Loose Riprap, Class 100	400 cu.yds.	9.50	3,800.00
			$ 18,577.50

Anticipated Items

Temporary Erosion Control	All Required		$ 100.00
Seed Damaged Stream Slopes to Grass (EW)	All Required		100.00
			$ 200.00
	Subtotal		$ 18,777.50
	Engineering		2,722.50
			$ 21,500.00

Type Code X 080
Structure (Sta. 3+36.80 to Sta. 3+91.80)

Bridge Removal Work	All Required		$ 5,000.00
Shoring, Cribbing, Etc.	All Required		1,000.00
Structure Excavation	1,000 cu.yds.	7.00	7,000.00
Structure Excavation Below Elevations Shown	80 cu.yds.	2.00	160.00
Class A Concrete (160 cu.yds.)	All Required		17,600.00
4' x 55'/60' Prestressed Slabs	15 only	2,575.00	38,625.00
Reinforcement (15,200 lbs.)	All Required		4,408.00
Two Tube Metal Railing	55 lin.ft.	38.00	2,090.00
Three Tube Metal Railing	55 lin.ft.	46.00	2,530.00
2-inch Electrical Conduit	60 lin.ft.	10.00	600.00
	Subtotal		$ 79,013.00
	Engineering		11,456.00
	Total		$ 90,469.00

Length of Roadway - - - - - - 0.039 mile
Length of Structure - - - - - 0.010 mile
Total Length of Project 0.049 mile

Cost of Roadway per Mile- - - $551,282.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 21,500.00	$ 16,802.00	$ 2,349.00	$ 2,349.00
Structure	90,469.00	70,701.00	9,884.00	9,884.00
Total	$111,969.00	$ 87,503.00	$ 12,233.00	$12,233.00

Group 1 - 100%

Contract No. 7996

Prefix: 516-1045

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

cc no. 1

FORM A-87 (REV. 2-71)

FROM: Project Management Section, County/City Unit

ADDRESS: 405 State Highway Building, Salem 97310

TO: ACCOUNTING SECTION—

DATE OF REQUEST: April 17, 1974

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER)

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME

164

DATE OF VENDOR'S INVOICE 719

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT		CREDIT DISTRIBUTION	CREDIT AMOUNT	
		Transfer lump sum construction	316-1712-287	14000	00	516-1045-297	14000	00
		charges to city's SCA account						
		as advance deposit for this						
		project.						
		TOTAL		14000	00		14000	00

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST:

Transfer as advance deposit for construction costs on the Willow Creek ("C" Street - Madras) Bridge on FAS 16-108 in Jefferson County. Contract #7996 to City of Madras's SCA account per FAS-C construction agreement with Jefferson County dated 10/24/73.

PREPARED BY:

Harold Reynoldson

Harold Reynoldson, Rural Program Engineer

APPROVED:

7996

April 17, 1974

Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the Willow Cr. ("C" St., Madras) Bridge Section of FAS 16-108 in Jefferson County in the amount of $97,590.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of Jefferson County is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7996.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 29, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
William Geibel (SAIF)
Don Trout
Carl Williams
N. D. Kreihbiel

APR 1 1974

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1974

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attention Mr. Russell Sumner
Roadmaster

Gentlemen:

On March 28, 1974 a satisfactory bid was received from the Douglas S. Coats Construction Company, Route 2, Box 1620, Bend 97701, for the Willow Creek ("C" Street - Madras) Bridge Section on FAS 16-108. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$ 97,590.50
Temporary Erosion Control	100.00
Seed grass	100.00
4½% Contingencies	4,400.57
10% Engineering	9,779.05
Estimated Total Cost	$111,970.12

County Advance Deposit:

12½% of $111,970.12 = $13,996.27, or say $14,000.00.

It is understood and agreed that this advance deposit in the amount of $14,000.00 is to be made up by transferring this amount from the City of Madras's SCA funds to the State Highway funds.

It is also understood and agreed that upon completion of the project the remainder ($11,000) of the City of Madras's $25,000 SCA funds not used as matching funds shall apply directly to reduce the total cost of the project. Federal and State funds will be adjusted accordingly when the final billing is made.

RECEIVED
COUNTY & CITY SECTION
APR 16 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

4/17/74 Copies to

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

If the County and City agree to the above, please so indicate by placing your signatures in the spaces provided below.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: Mr. A. P. Miller,
Madras City Manager

JEFFERSON COUNTY, by and through its County Officials

By Herschel Read
Judge

By Louis Ellsworth
Commissioner

By Gordon Galbraith
Commissioner

By
Commissioner

CITY OF MADRAS, by and through its City Officials

By
Mayor

By A P Miller
Recorder

WILLOW CREEK ("C" ST., MADRAS) BRIDGE SECTION

FAS 16-108

JEFFERSON COUNTY

FAP No. RS-16-108(1)
Grading, Paving and Structure

Bids Received March 28, 1974

1.	Temporary Protection and Direction of Traffic	All	Specified		$ 1,000.00
2.	Temporary Signs	220	sq.ft.	9.00	1,980.00
3.	Temporary Continuous Rail Traffic Barriers, Reflectorized	125	lin.ft.	6.00	750.00
4.	Flagmen	90	hours	11.50	1,035.00
5.	General Excavation	220	cu.yds.	10.00	2,200.00
6.	1" - 0 Aggregate Base	180	cu.yds.	10.25	1,845.00
7.	Class "C" Asphalt Concrete	190	tons	28.00	5,320.00
8.	12-inch Culvert Pipe	30	lin.ft.	8.00	240.00
9.	Guard Rail, Type 2	125	lin.ft.	10.00	1,250.00
10.	Guard Rail, Type 3	50	lin.ft.	15.00	750.00
11.	Guard Rail Anchors, Type 1	2	only	350.00	700.00
12.	Rail End Piece, Type C	2	only	125.00	250.00
13.	Concrete Walks	20	sq.yds.	9.00	180.00
14.	Concrete Curbs	4	cu.yds.	100.00	400.00
15.	Loose Riprap, Class 100	400	cu.yds.	10.00	4,000.00
	STRUCTURE				
16.	Bridge Removal Work	All	Specified		4,000.00
17.	Shoring, Cribbing, Etc.	All	Specified		5,000.00
18.	Structure Excavation	1,000	cu.yds.	8.00	8,000.00
19.	Structure Excavation Below Elevations Shown	80	cu.yds.	10.00	800.00
20.	Class A Concrete	All	Required		19,200.00
21.	4'x55'/60' Prestressed Slabs	15	only	2,200.00	33,000.00
22.	Reinforcement	All	Required		6,080.00
23.	Two Tube Metal Railing	55	lin.ft.	20.00	1,100.00
24.	Three Tube Metal Railing	55	lin.ft.	30.00	1,650.00
25.	2-inch Electrical Conduit	60	lin.ft.	4.00	240.00
				For Comparison of Bids	$ 100,970.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$100,970.00
Anticipated Additional Items:		
Temporary Erosion Control	100.00	
Adjust Utilities:		
Seed Damaged Stream Slopes to Grass	100.00	
		200.00
		$101,170.00
Contingencies (4-1/2%)		4,552.65
Engineering (9%)		9,105.30
Estimated Net Authorization, Constr.		$114,827.95

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER

Summary of Bids Received and Construction Authorization

Project WILLOW CREEK (C ST MADRAS) BRIDGE SECTION F.A. Project No. RS- 1080(

Highway FAS 16-108 Engineer's Estimate 100,970

County JEFFERSON Date Bids Received 03/28/7

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	DOUGLAS S COATS CONSTRUCTION BEND 97701	97,590.50
02	WORKMAN CONTRACTORS INC CANBY	99,999.99
03	ROSS BROS CONSTRUCTION INC SALEM	109,660.00
04	F G SCOTT CONSTRUCTION COMRAN SALEM 97303	110,991.00
05	JOACO MADRAS 97741	113,145.75
06	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	116,351.50
07	JOHNSON & ANDERSSON EUGENE 97402	119,877.50
08	SCHRADER CONSTR CO INC PORTLAND 6	183,600.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 97,590.50

Additional anticipated items:

TEMPORARY EROSION CONTROL	100.00
ADJUST UTILITIES	.00
SEED DAM STRM SLP TO GRASS	100.00

ENGINEER'S RECOMMENDATION

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	DOUGLAS S COATS CONSTRUCTION BEND 97701	97,590.50
02	WORKMAN CONTRACTORS INC CANBY	99,999.99
03	ROSS BROS CONSTRUCTION INC SALEM	109,660.00
04	F G SCOTT CONSTRUCTION COMRAN SALEM 97303	110,991.00
05	JOACO MADRAS 97741	113,145.75
06	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	116,351.50
07	JOHNSON & ANDERSSON EUGENE 97402	119,877.50
08	SCHRADER CONSTR CO INC PORTLAND 6	183,600.00

CONSTRUCTION AUTHORIZATION		ENGINEER'S RECOMMENDATION
Contract amount	$ 97,590.50	
Additional anticipated items:		
TEMPORARY EROSION CONTROL	100.00	
ADJUST UTILITIES	.00	
SEED DAM STRM SLP TO GRASS	100.00	
Subtotal	$ 97,790.50	Deputy State Highway
Contingencies and engineering	4,400.57	
	9,779.05	
Subtotal	$ 111,970.12	State Highway
Credit for maintenance rock	.00	
Net construction authorization	$ 111,970.12	Regional Engine

7994

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
March 28 and April 11 Bid Lettings

Bids will be taken March 28 and April 11 on the following projects. To completely document our records, an explanation of plans concerning establishing of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366 is shown:

MARCH 28 BID LETTING

1. Jantzen Beach Interchange
Pacific Highway, Multnomah County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Manzanita Safety Rest Area
Pacific Highway, Josephine County
Expansion Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Interstate Service Signing Project
Coordinated Sign Plan for Oregon Trail Highways
Six Counties
Logo Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new

highway construction, reconstruction or relocation is involved.

4. South Banfield Interchange-Foster Road Section
East Portland Freeway, Multnomah County
Pile and Plate Load Testing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. South Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Pacific Highway East at Young Street (Woodburn) Section
Pacific Highway East, Marion County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Willow Creek ("C" Street, Madras) Bridge
FAS 15-1(3), Jefferson County
Grade, Pave and Structures Project

Concrete sidewalks will be incorporated on a replacement basis of the existing facilities.

8. Whisky Creek (Perry Johnson) Bridge Section
FAS 487, [illegible] County
Grade, Surface and Structure Project

Footpaths and bike trails will not be established under this project as per ORS

Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Milo McIver State Park
Clackamas County
Toilet Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. Fort Stevens State Park
Clatsop County
Trail Underpass and Bikeway

This project provides a fully separated 8-foot wide bikeway and pedestrian facility within the State park.

11. Sunset Bay State Park
Coos County
Toilet Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

APRIL 11 BID LETTING

1. Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway, Douglas County
Grade, Pave, Structure and Signing Project

An 8-foot separated bicycle/pedestrian facility will be constructed from the north bank of the Umpqua River south to the fairgrounds.

2. Tualatin River (Golf Course Road) Bridge Section
FAS 631, Washington County
Grade, Pave and Structure Project

A bicycle/pedestrian sidewalk will be provided along the project's length.

These projects will be on the agenda for the March 27 meeting and your approval is requested.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

JDM:mc ja

7996

March 13, 1974

Jefferson County Court
Courthouse
Madras, OR 97741

Attention: Elaine L. Henderson
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4904

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Willow Creek ("C" Street-Madras) Bridge on FAS 16-108.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files and we are forwarding the same to the City of Madras.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

7970

cc: E. S. Hunter
L. H. Young
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
George Wills
Gary Potter
Alfred Shirley (2)
Carl Williams (2)

cc's sent 3-13-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

March 11, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 18 1974
ROAD DESIGN SECTION

Requires Reply [ ]
Requires Approval [ ]
Receiver Copy [ ]
Do not File [ ]
Return To
Bring Up ___/___/___
Other

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission staff has completed its review of preliminary plans for the following projects:

1. Garden Valley Road-Fairgrounds Interchange Section
   Pacific Highway
   Douglas County

2. Willow Creek (C Street Madras) Bridge Section
   FAS 16-108
   Jefferson County

We have previously reviewed the Douglas County project through the Division of State Lands Fill/Removal Law. The two attached comment sheets contain our concerns regarding this project.

Willow Creek, near Madras, has minimal fisheries value. Therefore, we anticipate no adverse impacts to aquatic resources providing inchannel work is conducted during the low flow season.

If we may be of any further assistance, please call.

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Sincerely,

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
Encs.
cc Fish Commission of Oregon
Jerry Bauer

Date 2-20-74

ORS 541.605 et seq.

County Douglas

River S. Umpqua

Name of Applicant ODHD #90 & Douglas Co.

State Permit No. 1370 & 1383 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) ✓ GRASS ✓ SHRUBS ✓ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream, ~~from~~ _____ without prior written approval from the Division of State Lands.

(✓) 7. There shall be no (✓) REMOVAL (✓) FILLING, ~~in the permit area~~ below Ordinary High Water between the period of Oct 15 to June 1 without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. ... stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE (.) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. The toe of the fill should not go waterward of OHW @ Area 1-3.

(✓) 11. The material used in Area #1 should be clean rock material from existing rock

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

By Oregon Water Res.

Date 3-8-74

ORS 541.605 et seq.

County Douglas

River S. Umpqua

Name of Applicant OSHD - 90 Addition

State Permit No. 1392 Corps of Engineers PN. No. _____

(✓ new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓ 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and prevent~~ minimize any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓ 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓ 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓ OPERATION OF EQUIPMENT shall be done in the active flowing stream from Dec. 1 - June 1 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓ 9. ~~Spoils, stockpiles, and other fill~~ Waste materials shall be placed (✓) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓ 10. Freshly poured concrete shall not come in contact with flowing stream.

(✓ 11. DSL retains the right- - - - - -

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Ore. Wildlife

7996

5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

March 7, 1974

FILE:

~~FROM:~~ TO: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

~~TO:~~

FROM: Robert H. Prange
Rural Engineer
County & City Unit

SUBJECT: Willow Creek ("C" St.) Bridge
FAS 16-108
City of Madras
Jefferson County

Attached is a design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with other related documentation.

The proper notice has been placed in the local news media relative to design approval and no further action is required.

RHP:ljt
Att.

cc: A. E. Johnson
H. S. Coulter
L. W. Rulien
Victor Wolfe
J. H. Versteeg
W. J. Hart
C. M. Williams, Region 4
B. L. Gifford
R. N. Chase

NOTED
E. S. HUNTER

3-8-74
Copy returned
to H.S. Coy

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DESIGN APPROVAL

CITY: Madras

COUNTY: Jefferson

SECTION: Willow Creek ("C" Street - Madras) Bridge

FAS NO.: 16-108

ROAD NAME: "C" Street

PROJECT DESCRIPTION: Construct a reinforced concrete structure 48 feet long with a 54-foot roadway and a 5-foot sidewalk on the southerly (upstream) side. Construct approaches and connections, place riprap, install guardrail, and remove existing bridge.

ESTIMATED COST: $100,000

Trans.
~~HIGHWAY~~ COMMISSION APPROVAL: October 24, 1973

HEARING: None required

STATE CLEARINGHOUSE REVIEW: C.O.I.C. Endorsement November 3, 1973

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required; see memo of February 27, 1974

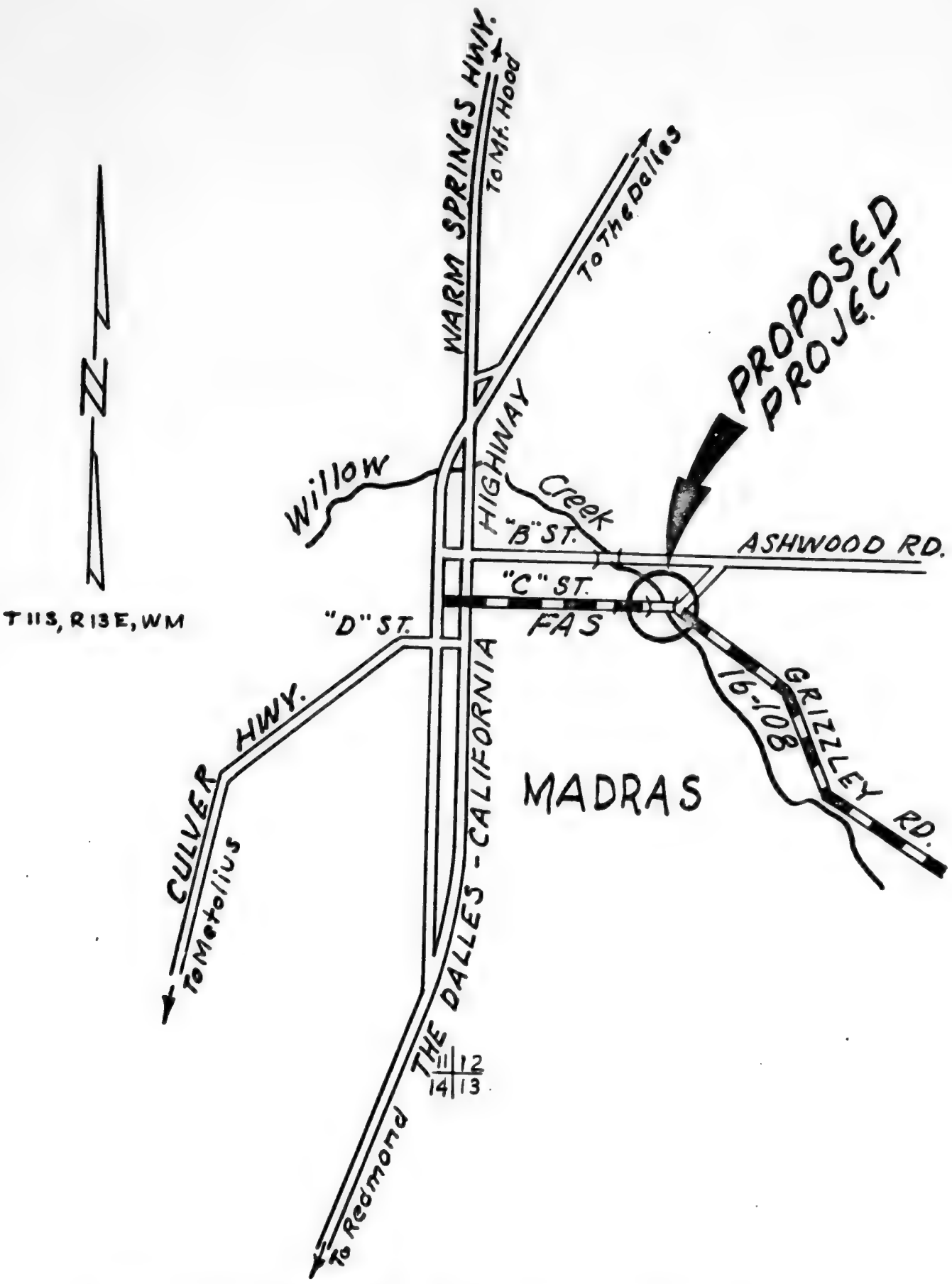
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA on Feb. 28, 1974.

REMARKS:

APPROVED: March 7 19 74

E. V. Smith

Assistant State Highway Engineer



WILLOW CR. ("C" ST., MADRAS) BR. SECT.

"C" ST., CITY OF MADRAS

Jefferson County

TRANSACTION NUMBER 3-3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-28-74

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

BY (Signature): MR. L. H. YOUNG'S 2-19-74 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 13 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
13	RS-16-108(1)	0.049	115,000	89,800	WILLOW CREEK ("C" STREET MADRAS) BRIDGE SECTION JEFFERSON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ONE STRUCTURE.

NOTED E. S. HUNTER

RECEIVED
MAR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 1'74
REFER TO Hunter
FOR
Calc | Invest | R/D | D/R | Sign | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

3-1-74
original to L.W. Rubien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-28-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

1956

MEMO TO FILES

February 27, 1974

Re: Willow Creek ("C" Street-Madras) Bridge
FAS 16-107
City of Madras
Jefferson County

NOTED
F. B. KLABOE

Pursuant to Paragraph 6c of PPM 20-8, a public hearing is not required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct the new structure within the existing right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider facility.

3. The project does not change the layout or function of connecting streets or the facility being improved. The street will be closed temporarily during construction; however, adequate detour routes are available. The existing facility, when improved, will retain its function as a two-lane, two-way street.

Robert H. Prange
Rural Engineer
County & City Unit

RECEIVED
STATE HWY ENGR
FEB 27 '74
REFER TO
FOR
Info | Prep | R/D | D/R | Sign | Act | File

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young
J. H. Versteeg
W. J. Hart
Victor Wolfe
R. N. Chase
B. L. Gifford

J-7996

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 26, 1974

PIONEER

Madras, Oregon 97741

Attention Classified Ads Department

Gentlemen:

This will confirm my telephone conversation with you on February 25, 1974 regarding the Design Approval Notice for the Willow Creek Bridge on "C" Street in Madras.

Please delete the word "location" at the beginning of the sixth line of the notice so that it will read "...is considering design approval of the Willow Creek..." as per the attached revised notice.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: City of Madras
Jefferson County Court

bc: FHWA
Finance: 516-1462-980
Project Management
Public Affairs
C. M. Williams, Region 4

F. B. Klaboe
E. S. Hunter
R. N. Chase
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 26 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Jefferson County Court and the City of Madras, having studied the engineering, environmental, and socio-economic effects, is considering ~~location~~ design approval of the Willow Creek ("C" Street - Madras) Bridge Section of "C" Street in Madras.

The proposal consists of constructing a reinforced concrete bridge 55 feet long with a 54-foot roadway and a 5-foot sidewalk on the southerly side, plus the construction of approaches and installation of guardrail.

Maps and related data pertinent to the proposal are in the Transportation Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

F. B. Klaboe
Administrator and
State Highway Engineer

* * * * *

2/21/74

PIONEER, Madras

RECEIVED
COUNTY & CITY SECTION
FEB 25 1974

7496

February 21, 1974

PIONEER
Classified Ads Department
Madras, Oregon 97741

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in the City of Madras, Jefferson County, Oregon, relative to the proposed construction of the Willow Creek Bridge on "C" Street in Madras.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, February 28, 1974, or the nearest publication date thereto. Please submit your billing in triplicate to the Fiscal Officer, Finance Section, 434 Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, you may call Mr. C. M. Williams, Regional Engineer in Bend, phone 382-1911.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Att: Notice

cc: City of Madras
Jefferson County Court House
Jefferson, Oregon 97741

bc: Federal Highway Administration
Finance: 516-1462-980
Planning
Project Management
County-City
Public Affairs
C. M. Williams, Region 4
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
J. H. Versteeg
W. J. Hart
J. B. Boyd
D. W. Streun
R. N. Chase
B. L. Clifford

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F. B. Klaboe
Administrator and
State Highway Engineer

* * * * *

2/21/74

PIONEER, Madras

Co to:- John Oaks
R.N. Chase
C.G. Swanson
Carl Williams Reg 12

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. FAS 16-108

Highway No. _____

Project Name Willow Creek ("C" Street - Madras) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

[X] There has been no displacement of persons from residences, farms, or businesses; or

[X] That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

[ ] In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Madras, Oregon,

this 20th day of February, 1974.

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1974
[✓] ENGR. [✓] COOR. [ ] OE [ ] AE [ ] UE
[ ] UPE [ ] CE [✓] RE [✓] RPE [ ]

Jefferson County

Herschel Read
Herschel Read Judge

Louis Olson
Louis Olson Commissioner

Gordon Galbraith
Gordon Galbraith Commissioner

7/31/73

1976

February 19, 1974

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. N. Young
Project Management Engineer

SUBJECT Program Data Submission
Project RS-16-108(1)

We are submitting program data for one rural secondary project, Item No. 13, Project No. RS-16-108(1), "Willow Creek ('C' Street, Madras) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on March 26, 1974.

The project is exempt from State Clearinghouse A-95 review under working agreement dated April 29, 1970.

Enclosed is a copy of District 10 Clearinghouse letter of approval for this project, dated November 30, 1973.

The requirements of PPM 90-1 relative to this project have been submitted as a separate action.

A public hearing is not required for this project under the provisions of paragraph 6c of PPM 20-8.

Location/Design approval is being processed under the Secondary Road Plan.

Enc.

RJC:dg

Central Oregon Intergovernmental Council

1106 West Highland Ave.
Redmond, Oregon 97756
Phone(503) 548-8163

Oregon Administrative District 10
Crook, Deschutes,
& Jefferson Counties

November 30, 1973

Attn. L.H. Young
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

DESCHUTES CO.
CROOK CO.
JEFF. CO.

Re: (1) Little Deschutes River (Burgess) Br. Sec., FAS 535
(2) McKay Creek Bridge Section, FAS 401
(3) Willow Creek ("C" St.-Madras) Bridge Sec., FAS 16-108

Dear Mr. Young:

As Regional Clearinghouse for the State Administrative District 10, and in accordance with the provisions of OMB Circular A-95, the Central Oregon Intergovernmental Council has completed its reviews of the three proposed projects captioned above.

Each of the proposed projects are of vital concern to each of Central Oregon's three respective Counties and present no conflicts with local or regional plans.

The COIC, therefore, shares in considering these projects to be of high priority, and is pleased to add its endorsement for the undertaking and accomplishment of each.

If we may be of further assistance with regard to these projects, please let us know.

Sincerely;

Louis Olson, Chairman

LO/RCR
crb

cc Mr. Bill Kramer, Supervisor, Federal Aid Coordination
Mr. J.F. Putnam, Regional Engineer, State Highway Division
Mr. R.L. Lammert, District Engineer, State Highway Division
Mr. Dave Hoerning, Director, Deschutes County Public Works
Mr. Chet Christ, Crook County Roadmaster
Mr. Russell Sumner, Jefferson County Roadmaster
Mr. Bud Miller, Madras City Manager

December 4, 1973

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
R. L. Lammert
J. F. Putnam

R. N. CHASE

REC
OFFICE E.....

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R20

2-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD													
2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): Co. Rd., 0.3 mi. E. US 97, E. 0.049 mi. (Madras)	ADT	PRESENT: 1,100*	FUTURE: 1,850 (66)	YEAR: 94 (70)(71)(72)	REGION: 10	STATE NAME: Oregon					
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): Gr., Dr., H.T. Pave., One Bridge	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER — PREFIX LETTER(S) (14–23): RS	NUMBER (7): 16-108			
4	CLASS OF FEDERAL FUNDS: Rural Secondary	NAME OF URBAN AREA (17–31)	COUNTY NAME: Jefferson (11)	ROUTE NO.: S	FEDERAL-AID: 16-108 (32)	STATE: Co. Rd. (36)(37)	U.S.: --						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES — TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(10)	41	42	43–46	53						
5					PE		Co. Rd., 0.3 mi. E. of Jct. with US 97, E. 0.049 mi. (Madras)					
5					ROW							
5					CONST (CODE) 6201 X080		"Willow Cr. ('C' St., Madras) Bridge Sec."	0.049	115,000	89,800	12,600	12,600 (Co.)
							PROJECT TOTALS	0.049	115,000	89,800	12,600	12,600 (Co.)

CARD	CODE	PREPARED BY	REMARKS (116)(23)(24)(33)
1	1		
1	14	PROGRAM APPROVAL DATES	

*DHV is 190 for this location.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

2-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 0.3 mi. E. US 97, E. 0.049 mi. (Madras)	ADT	1,100*	1,850	94	10	Oregon	41	075	13

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
. Pave., One Bridge								RS	16-108	(1)		

FUNDS: Rural Secondary

COUNTY NAME: Jefferson — CODE: 031

ROUTE NO.: S — FEDERAL-AID: 16-108 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., 0.3 mi. E. of Jct. with US 97, E. 0.049 mi. (Madras)						Construct one pre-stressed concrete slab span bridge (L. 55'; HC 54') and gr., dr., H.T. pave 205' of approach roadways at both ends of br. Const. curbs and conc walk as required. Remove ext'g. bridge & install required signs and guardrail and place riprap. ROW-70' normal; Access control-none; Parking restrictions-none.
ROW								
CONST (CODE) 6201 X080		"Willow Cr. ('C' St., Madras) Bridge Sec."	0.049	115,000	89,800	12,600	12,600 (Co.)	
		PROJECT TOTALS	0.049	115,000	89,800	12,600	12,600 (Co.)	

BY

APPROVAL DATES

REMARKS

*DHV is 190 for this location.

-OVER-

USCOMM DI/SCOMM-DC 46905-P81

WILLOW CR. ("C" ST., MADRAS) BRIDGE SECTION
Project No RS-16-108(1)

Existing Facility:
Roadway - West: 54-foot curbed section with a 5-foot walk on south side
East: 30-foot gravel surface.
Structure ------ Steel stringer bridge 40 feet long with a horizontal clearance of 17 feet and a 5-foot sidewalk on south side.

Adjacent Sections:
West and East Ends --- Same as roadway described above.

Project Data: Construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 16092) 55 feet long with a horizontal clearance of 54 feet and a 5-foot walk on the south side. Grade, drain and high-type pave 205 feet of approach roadway, at both ends of bridge, with concrete curbs and walks as required. Remove existing bridge, install signs and guardrail and place riprap.

Roadway Type Code 6201 - - - - - Est. Cost - - $26,000
Bridge Type Code X080 - - - - - Est. Cost - - $89,000

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Railroads, Ariports, water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement being submitted as a separate action.

A-95 Review:
a. State Clearinghouse - - - - - Exempt under working agreement dated April 28, 1970.
b. District 10 Clearinghouse - - Letter of approval dated November 30, 1973.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.
Location/Design Approval: Processed under the Secondary Road Plan.
Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County and/or City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.
Route Data: This is a school bus route and a mail route.
NOTE: This project is in Congressional District No. 2.

February 12, 1974

Jefferson County Court
Courthouse
Madras, Oregon 97741

Attention Mr. Russell Sumner
Roadmaster

Gentlemen:

Enclosed are three copies of a triparty agreement in connection with the Willow Creek ("C" Street) Bridge Section in the City of Madras on FAS 16-108 in Jefferson County.

This agreement covers among other things, state and county participation in costs and provides for an advance deposit, to be made up by the City of Madras with $25,000 in SCA funds in behalf of the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½% for engineering and contingencies will be the basis for the county advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and forward three signed copies to Mr. A. P. Miller, City Manager of Madras. By copy of this letter we are requesting that Mr. Miller then have the agreement approved and signed by the Mayor and Recorder, and return all three signed copies to this office, together with three copies of a city resolution authorizing the Mayor and Recorder to sign the agreement. (Suggested resolution form is enclosed for City's convenience.)

After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned to the county and city for their respective records.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.
cc: Mr. A. P. Miller, Madras
L. W. Rulien

UE
RPE

ADT 1973-1,100 / 1993-1,850 DHV 1973- 190 / 1993- 320 SAFETY: YES

MEMO TO R. N. CHASE Date: February 8, 1974

FAS 16-108, Jefferson COUNTY, Willow Creek ("C" Street - Madras) Br. SECTION

TERMINI: Approximately 1/3 mile east of the junction FAP-4 within the City of Madras.

PROPOSED WORK: Grade, curb, pave and structure

PROJECT LENGTH: Approximately 260 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	101,000	65,140	10,860	--	25,000 (SCA)

EXISTING FACILITIES: Steel stringer bridge 40' long, 17' roadway & 5' sidewalk. Wooden deck on concrete abutments. West approach has 54' curb sect. & 5' sidewalk. East end has 30' gravel roadway.

ADJACENT SECTIONS:

NORTH/EAST END: 30' gravel roadway

SOUTH/WEST END: 54' curb section, paved, with 4' concrete sidewalk.

PROJECT DATA: Construct a precast reinforced concrete slab deck bridge on concrete abutments - 54' roadway & 5' sidewalk. Also construct the approaches and connections to match roadway and sidewalk at each end. Contractor to remove and dispose of existing bridge. Contractor is responsible for signing.

RIGHT-OF-WAY: 70'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required - see memo dated 2/8/74
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is at the junction of two county roads leading into the City of Madras and is a school bus and mail route.

Hearing Certificate - Hearing not required
Park and recreation area affected - None affected
Relocation assistance - None; no one moved

Social, economic & environmental effects considered - Yes
Location and design approved - To be obtained
Clearinghouse approved - Exempt by State agreement
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration - Has been submitted
COG - November 30, 1973

MEMO TO FILES

February 8, 1974

Re: Willow Creek Bridge Section
"C" Street - Madras
FAS 16-108
Jefferson County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct a new bridge and approaches all within the existing 70-foot right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider bridge and sidewalk.

3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, other routes are available for detouring traffic. The existing facility, when improved, will retain its function as a two-lane, two-way road.

Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

7996

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 5, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Willow Creek ("C" Street-Madras) Bridge
FAS 16-108
Jefferson County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project will entail replacement of a bridge in Madras (Jefferson County) where Willow Creek crosses "C" Street. (See attached map.)

The new reinforced concrete structure will be 55 feet long with a 54-foot roadway and a 5-foot sidewalk on the southerly or upstream side, and will be constructed on the present grade and alignment within existing right-of-way limits. The existing bridge will be removed, approaches and connections constructed, and guardrail installed.

PURPOSE OF PROJECT The existing Willow Creek Bridge is a narrow steel and timber structure 17 feet wide and 40 feet long, and is inadequate to meet the demands of present and future traffic loads. Present average daily traffic is 1,100; the 1990 average daily traffic is projected to reach 1,850. This project is intended to replace the substandard structure, in order to improve the motorist's safety and convenience and to improve the arterial road system of the local community.

EXISTING ENVIRONMENTAL SETTING

"C" Street, in the vicinity of the proposed project, is basically a residential city street; however, it connects with both Ashwood Road and Grizzley Road, which are farm-to-market, school bus, mail, commercial, and minor industrial routes.

Willow Creek is a small drainage stream which begins in the foothills southeast of Madras and meanders in a northwesterly direction through Madras into the Deschutes River. The stream is subject to seasonal runoffs, and floods have occurred in the past. Because the streambed gradient is relatively flat (0.4%), flood velocities have not been great enough, not even during the severe flood of 1964, to damage the existing structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impact of the proposal will be increased safety and convenience for road users. A benefit will also accrue to the local government in reduced bridge maintenance costs. There will be an additional aesthetic benefit in having the roadway of the new structure as wide as the existing curbed street.

To prevent a backwater from accumulating on the upstream side of the bridge during flood stages, the new structure will be built to span a waterway area as wide or wider than the existing creek channel. The roadway grade will be maintained at its present elevation in order not to obstruct the floodplain.

All necessary pollution control measures will be used during construction to ensure that Willow Creek, its natural habitat, and the surrounding environment will remain unimpaired. Federal, State, and local regulations concerning erosion control and air and water quality will be enforced. The contractor is to employ methods of erosion and pollution control; the contractor is expected to prevent deleterious materials from entering or remaining in the streambed at the construction site and shall riprap slopes that may erode.

There are no public park and recreation facilities or registered historic sites to be affected by the proposed projects, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Since the project is to replace existing structures and no additional right-of-way is needed, a public hearing will not be required.

The Regional Clearinghouse for the State Administrative District 10, in keeping with the Office of Management and Budget Circular A-95, endorsed the proposal by letter dated November 30, 1973, commenting that this project is of high priority and presents no conflicts with local or regional plans.

Minor inconveniences will be imposed upon the traveling public during construction; however, adequate detours will be provided, and barricades, signing, and flagging will be provided for the temporary direction and protection of motorists.

BASIS FOR NEGATIVE DECLARATION

The proposed project, though not extensive, is important to Jefferson County's program for a safe transportation system. The benefits of using the finished structure will outweigh any temporary inconvenience to road users during construction and the detrimental environmental impacts, if any, will be negligible.

The Oregon State Highway Division, working in cooperation with Jefferson County, has concluded that this project does not constitute a "major action," as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4, nor does this project have the potential to significantly adversely affect the natural or social environment.

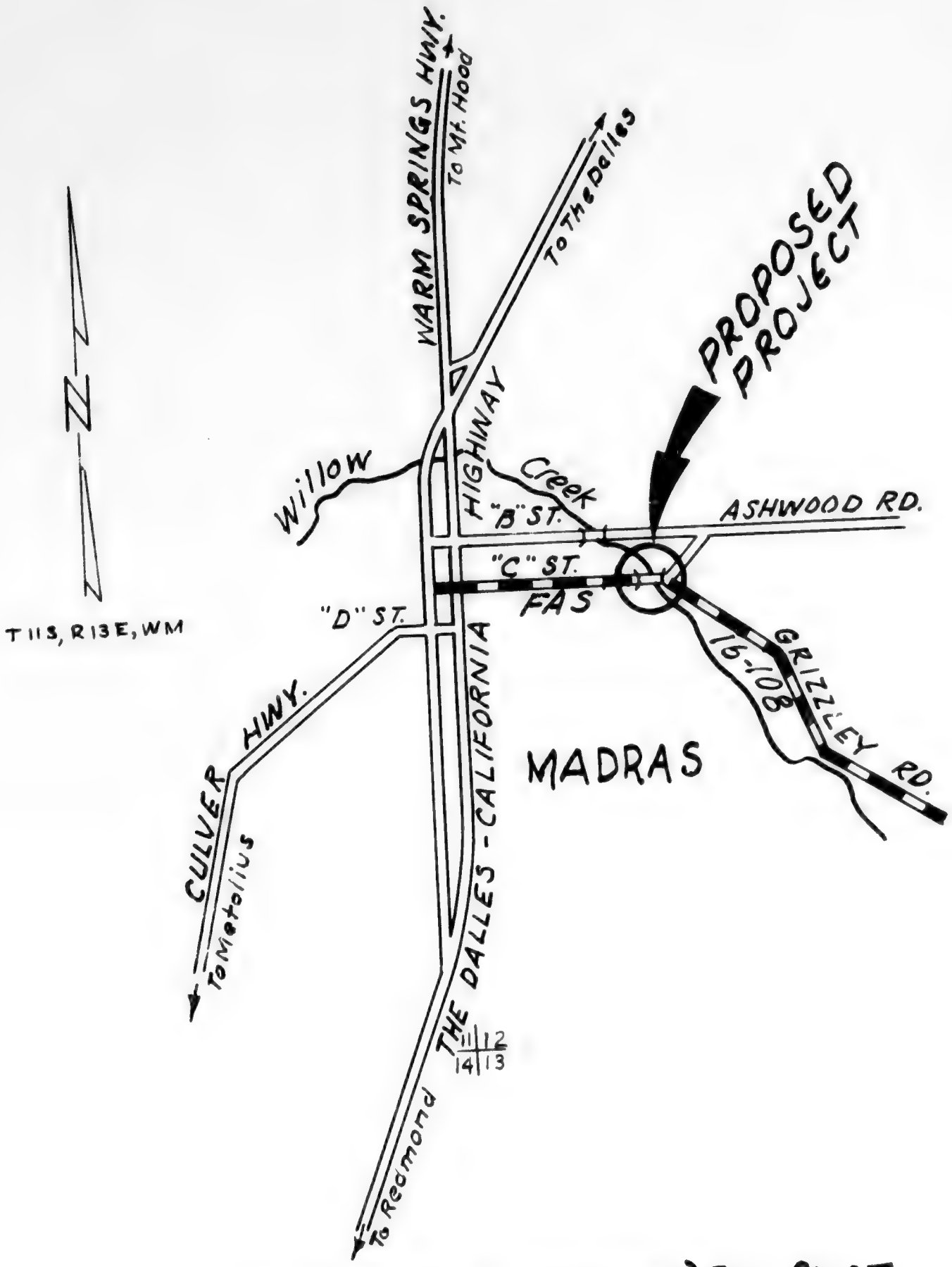
Your concurrence is respectfully requested.

ENDORSEMENT TO OREGON STATE HIGHWAY DIVISION

Concur _____ Date FEB 28 1974
Division Engineer

LH:dg

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. E. Royer
J. H. Versteeg
Victor D. Wolfe
L. H. Young
C. M. Williams



WILLOW CR. ("C" ST., MADRAS) BR. SECT.
"C" ST., CITY OF MADRAS
Jefferson County

Bend Bulletin ---------- 8-4

Work to begin on new bridge

By Carolyn Grote
Bulletin Staff Writer

MADRAS — A lot of water has flowed under worn-out "C" Street bridge since plans to replace it were first discussed by the Jefferson County Court almost a year ago. Wednesday, as its regular meeting, the court signed an application for FAS funds (Federal Assistance to Secondary Highways), clearing the way for the project to be started.

The State Highway Division, which will supervise construction, will begin surveys late this fall or early winter, and has plans ready for contractors to bid on, probably by March 1973. H.S. (Si) Cox, highway division engineer, said that the new bridge will probably be completed in August of 1973.

The county-city project will be funded by an approximate $25,000 small city allotment from the state, as the City of Madras's share and the balance will come from matching FAS and state funds granted the county. Cox said that cost of the bridge would no exceed $125,000 and will probably be about $85,000.

The new structure will eliminate a bottle-neck at the east end of "C" Street which has been a traffic hazard and held up vehicles as they usually waited their turns to cross the narrow 17-foot-wide span. The new bridge will be 54 feet wide, the same width as the street connecting with it.

In other business, the court agreed with the city and airport commission that overall long-range plans for development of the airport site sould be made. In this connection, the commission will seek a federal grant to pay in part for a land-use study of the 1,000-acre-plus site.

Part of the land is now leased to farmers, and the Jefferson County Rod and Gun Club has its headquarters in one corner. The city-county owned airport is operated by Ace Demers.

Residents of Northwest Townsite Co.'s First Addition will be glad to know that First, Second, Third, Madison, and "M" Streets have been taken into the county road system. All right-of-ways have been obtained, and streets will be graded and rocked beginning next week, according to Russell Sumner, roadmaster.

In other activity pertaining to roads, Sumner was authorized to have the old Don P. Rae road in Gateway surveyed in order to determine the exact right-of-way at one point. It is variously known as Juniper Lane, Main St., or Clark Dr. Improvement of Juniper Lane and Deschutes Drive in the northeast part of Agency Plains was also approved.

Herschel Read, county judge, and Kenneth Harris, county budget committee member, were re-appointed to the equalization board. They will select a free holder as third member.

Pioneer, Madras--12-21-73

State Sets Span Job

The Oregon State highway Commission December 12 approved street improvement projects totaling $275,000 for 11 small Oregon cities, including construction of a pre-stressed concrete bridge over Willow Creek at C street. The state's share of the costs for all 11 projects will be $131,000, the money coming from the 1973 special city allotment fund for cities of less than 5000 population.

Total cost of the C Street bridge, including the city's share of the cost, was put at $100,000 by the commission.

Bend Bulletin ---------- 10-11-73

Madras council adopts law banning unnecessary noise

By Carolyn Grote
Bulletin Staff Writer

MADRAS — An ordinance prohibiting unnecessary noises and providing penalties for the violations was adopted by the city council Tuesday.

The document generally deals with "loud, unnecessary or unusual noises" which are "prolonged, unusual and unnatural in their time, place and use (and) affect and are a detriment to the public health, comfort, convenience, safety, welfare and prosperity of the residents of Madras."

Some noises mentioned specifically include horns, signaling devices, radios, loud speakers, amplifiers, yelling, shouting, animals, birds, and defects in vehicles. A maximum fine of $100, 30 days in jail, or both, has been set as the penalty for violation.

Councilmen also approved a motion to set a speed limit of 10 miles per hour and a passenger-vehicles-only load limit on the "C" Street bridge. An ordinance or resolution placing this motion in effect will probably be adopted at the next council meeting.

Plans to replace the bridge have been pending for about two years. In the meantime, it has become more difficult to repair. Councilmen are concerned that a heavily-loaded vehicle could cause the structure to break.

Arrangements were made for a city-county effort to replace the bridge, but there is presently a hold-up on federal funds that have not been received at the state level. According to Bud Miller, city recorder, the Oregon Highway Department expects these funds within the next two or three months.

The bridge has been engineered by the highway department and bids will be called for when funds are available. In the meantime, Miller said that N.S. (Si) Cox, engineer with the Department of Transportation, has said no work could be done on the structure now because of approaching bad weather.

Daily Journal of Commerce, Portland---12-[illegible]

State approves city street jobs

SALEM — The Oregon State Highway Commission has approved street improvement projects totaling $275,000 for 11 small Oregon cities.

Cities receiving approval of projects and estimates of total costs including special city allotment funds and city participation, follow.

Cave Junction, overlay 0.19 mile of Junction Ave. from River St. to end of county project, $26,000.

Clatskanie, grade, pave, and curb 0.095-mile of Nehalem St., $31,000.

Gold Hill, grade and pave 0.085-mile of 5th Ave., $25,000.

Lafayette, grade and pave 0.11-mile of 7th St. extension, $25,000.

Lowell, grade and pave 0.13 mile of Cannon and Hyland streets, $20,000.

Madras, construct a pre-stressed concrete bridge and grade and pave approaches on "C" St., $100,000.

Mt. Vernon, grade and pave 0.13-mile of Ingle and East River side streets, $35,000.

Prairie City, grade and pave 0.165-mile of McCallum Ave. and 10th St., $27,000.

Richland, grade and pave 0.14 mile of 3rd St., $30,000.

Sutherlin, grade, pave, and curb 0.075 mile of First Ave., $31,000.

Tualatin, grade and curb 0.14-mile of SW 80th Ave., $47,000.

7.9.90

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 17, 1973

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A.E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

4K

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

FAS 16-108. The estimated cost of this project is approximately $,00,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-108; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 16, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Proposed FAS-C Projects
Proposed FAS-C Cancellation

Attached are thirteen copies of the tabulations and maps describing and locating six proposed FAS-C projects; one each in Baker, Crook, Deschutes and Jefferson Counties, and two in Malheur County, along with the cancellation of a project in Coos County.

The project requested by Baker County is for grading, paving and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the City of Madras on FAS 16-108.

The request by Malheur County is for two bridges; one over Willow Creek and the other over a drainage ditch. Both bridges are on FAS 23-108.

The cancellation by Coos County is for the Chandler-Landrith Bridge Section on FAS 255.

If satisfactory, would you please present these projects to the Oregon Transportation Commission for approval at their October 24, 1973 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

RECEIVED
OCT 16 1973
State Highway Engineer

HR:ljt
Att.

PROPOSED FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
BAKER	01-106	Chandler Ranch-Powder River Section, Chandler Lane.	$ 275,000	$34,375
		Structure, grade and pave.		
CROOK	401	McKay Creek (McKay Creek Road) Bridge Section.	50,000	6,250
DESCHUTES	555	Little Deschutes River (Burgess) Bridge Section.	100,000	12,500
JEFFERSON	16-108	Willow Creek (2nd Street - Madras) Bridge Section.	100,000	12,500
		Structure and approaches.		
MALHEUR	23-108	Drain Ditch (Foothill Drive) Bridge Section.	40,000	5,000
		Structure, grade and surface.		
MALHEUR	23-108	Willow Creek (Foothill Drive) Bridge Section.	30,000	3,750
		Structure and approaches.		
		TOTAL NEW PROJECTS	$595,000	$74,375

Copy

CANCELLATION OF PREVIOUSLY APPROVED PROJECT:

COOS	255	Chandler-Landrith Bridge Section. S. Coos River.	$400,000	
		Grade, base and pave. Transfer of Federal funds - $26,882.		
		$26,882 Federal funds equa		
		$36,000 FAS funds.		
		TOTAL CANCELLATION	$400,000	
		ADJUSTED TOTAL NEW PROJECTS	$195,000	

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	5,090,000	4,108,000	,198,000
Approved Projects (corrected to date)	5,090,000	639,000	5,729,000
Unprogramed Balance	--	3,469,000	3,469,000
Projects Proposed - 10/24/73	--	195,000	195,000
Transferred FAS funds	--	36,000	36,000
Unprogramed Balance	--	3,238,000	3,238,000

73-c
10/12/73

JEFFERSON COUNTY
Proposed FAS Project (1973 Funds)

FAS 16-108: Willow Creek ("C" Street - Madras) Bridge Section. Structure and approaches, approximately $100,000.

Construct a reinforced concrete bridge on the present alignment and location. Bridge to have a 54-foot clear roadway with a 5-foot sidewalk on the upstream side. Contractor is to construct the approaches and connections, install the guardrail on the approaches, and remove and dispose of the existing bridge. No additional right-of-way required. Road will be closed during construction.

State to make survey and plans.

County is responsible for the detour.

No hearing is required. Negative declaration to be prepared.

NOTE: This is to be a combination FAS-C and a Special City Allotment project with the City of Madras applying their entire $25,000 toward the project.

SCA
Madras

PERMIT FOR ENTRY ON PROPERTY

WHEREAS, the undersigned, Perry Henderson and Blanche H. Henderson, are the owners in fee simple of a parcel of land located adjacent to and northerly of Ashwood Road, in the City of Madras, in Jefferson County, Oregon, and

WHEREAS, the City of Madras, by and through its Common Council, finds it necessary and desirable to enter upon this parcel of land for the purpose of constructing an approach at Highway Engineer's Station "A" 0+70, said approach shall be constructed in conformance with normal engineering construction practices and thereafter shall be maintained or constructed by the property owner.

The undersigned hereby grant the City of Madras, its employees or contractors permission to enter upon this property for the purpose of performing any of said construction work.

Executed this 8th day of May, 1973.

Perry Henderson

Blanche H. Henderson

RECEIVED
COUNTY & CITY SECTION
MAY - 9 1973
ENGR. COOR. CE UE
UPE CE RE RPE

MEMO TO FILE

NOT TYPED

re: FAS - SCD Project
"C" Street Bridge & Sta
City of Mo
Jefferson County

On April [illegible] mily

[illegible] ity [illegible] excavation work [illegible] Mr. Myers agreed to have the City perform the [illegible] excavation work.

cc: [illegible]
F. C. Kaul
[illegible]
[illegible] Johnson
L. K. [illegible]
A. P. Miller

House

carport

Water Meter

Rock Wall

3/4" water line

6" Water Line

"A" Line

Gravel Shoulder Rd.

Driveway

Rock Wall

Rock

TEL & P.P. #124900

Street Sign

TEL & P.P. #123941

Guard rail

Cable

WILLOW CREEK

TV Cable

WING WALL

LUTHERAN CHURCH

TEL & P.P. #123940

TEL & P.P. #123503

R/W 1

R/W 2

"C" LINE

"C" ST.

TV CABLE CURB

C.S.H.W. T.B.M. Elev. 2246.356

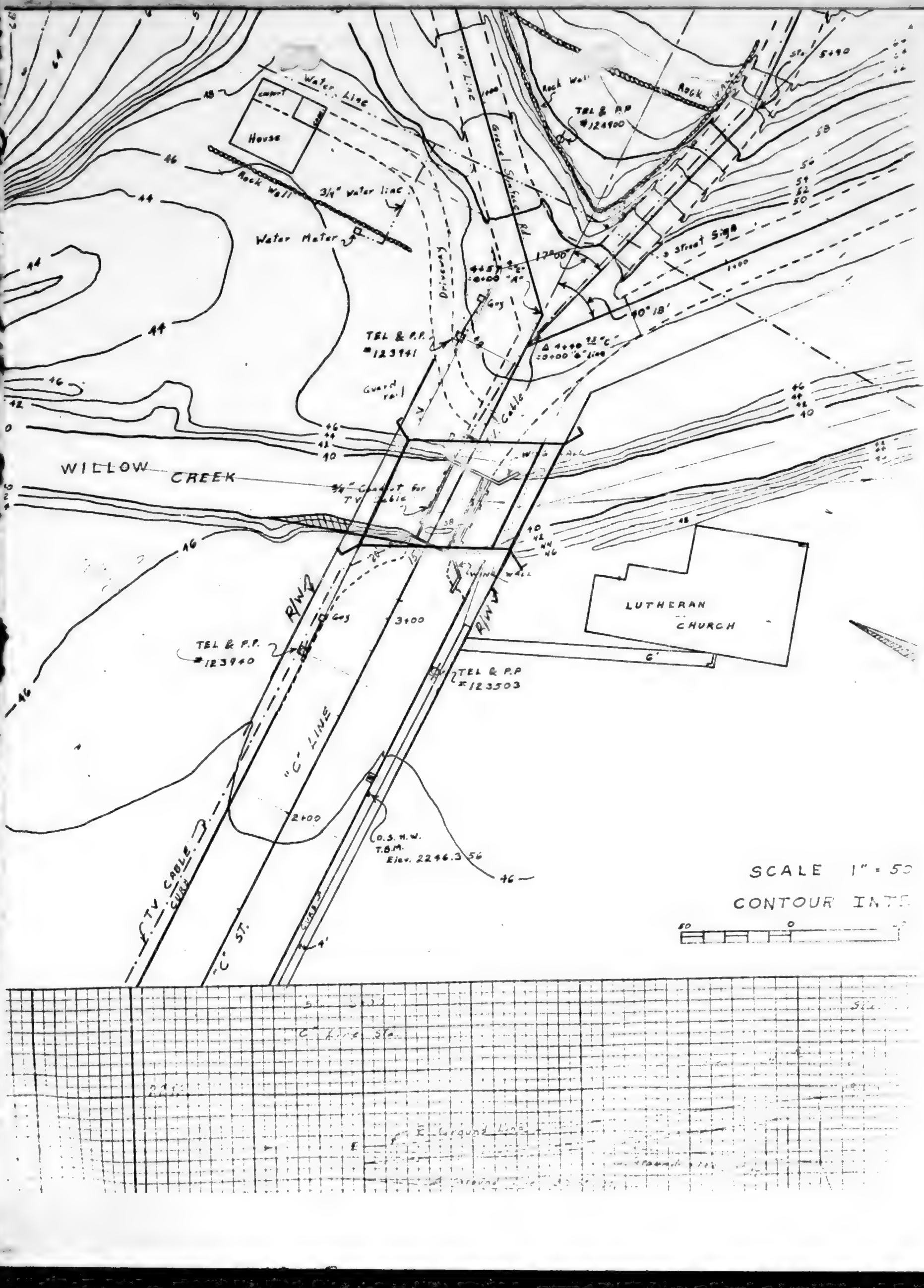
SCALE 1" = 50

CONTOUR INTE

50 0 50

C Line Sta.

E Ground Line


Water Line
House
Rock Wall
3/4" water line
Water Meter
"A" Line
Gravel Shoulder Rd
Driveway
Rock Wall
Rock
TEL & P.P. #124900
Sta. 5+90
5B
56
54
52
50
Street Sign
1+00
17+00
40° 18'
4+45 = 0+00 "A"
Guy
TEL & P.P. #123941
Δ 4+90 12°C = 0+00 "B" Line
Guard rail
Cable
WILLOW CREEK
3/4" Conduit for TV Cable
Wing Wall
R/W
3+00
Guy
TEL & P.P. #123940
TEL & P.P. #123503
LUTHERAN CHURCH
6'
"C" LINE
2+00
T.V. CABLE CURB
"C" ST.
Curb
O.S.H.W.
T.B.M.
Elev. 2246.356
SCALE 1" = 50
CONTOUR INT
50
0
C Line Sta.
Sta.
E Ground Line

SCALE 1" = 100'

CAN

11

Parcel tax Lotted Map I.C.D.

SEE MAP 11 13 1 CD

Fd. ½ S 1/4 C ft.

418'

To City by DV 30-15

35'

661.4'

35'

35'

30'

30'

40'

STREET

484.35'

40'

281.46'

P.C. 6+30.32 86°CH

1400

100'

1300
2.05Ac.

900
1.19Ac.

800
0.48Ac.

700
0.40Ac.

140.

WILLON

1878.55' E & 40' S of NW Cor. Sec. 12

See Survey by V.B. TANNASON & ASSOC.

N 54° 53' W 454.77'

100
0.72Ac.

1.5'

15'

6.5'

1300

250'

250'

531.03'

ROAD

344.80'

ASHWOOD

See Survey by Perrigoni Eng.

N. 47° 19' 30" E

1500

5

280'

1200
0.32Ac.

1100
0.65Ac.

130'

30'

1000
0.40Ac.

132.84'

87.70'

280.8'

1600

7

1700

8

100'

95'

105'

80'

150'

May need permit of 0.05Ac.

Who owns this area

City

To Corner DV 26-142 Driveway

(178.82') 174.7'

68.36'

500
0.45Ac.

400
0.23Ac.

200
0.08Ac.

300
0.27Ac.

600
0.48Ac.

690
0.01Ac.

S 89° 28' 10" E (S 89° 56' E)

20'

70'

0.00 to PT ASHWOOD Dr. 4+

10.37'

S 87° 29' 10" W 9.5'

159.50'

To City 23/642

DV 25-274

110'

85.09'

S 87° 28' 10" W

(40')

DV 29-670

DV 23-646

To City DV 29-

498'

To City DV 2

STREET

280'

3300

3400

3500

3800
0.26Ac.

3900
0.16Ac.

4000
2.00Ac.

4001
0.007Ac.

4090
0.10Ac.

4600
1.00Ac.

4300
0.73Ac.

4400
0.40Ac.

S 26° 46' 20" E

144.41'

Need the additional

GRIZZLY

S 42° 40' E

P.T. 1+33.22

32° R

50.13'

81.14'

S 22° 10" W

150'

Surv. R 43

for /SCA

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 1, 1973

TO County-City Section

L. L. Wallace

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Willow Creek Bridge
"C" Street-Madras Section
Jefferson County
Bridge 16092

Enclosed are four prints of Drawing 28835, which is the preliminary plan and elevation for the Willow Creek Bridge.

These prints are for your use and for transmitting to the city and the county for their approval.

The estimated bridge cost is $84,000, and the estimated grading cost is $17,000. These costs include an allowance for engineering and contingencies.

JEB/ag

Encls.

cc R. W. Ellison

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1973
☐ ENGR. ☑ COOR. ☑ ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

NOT FILMED

ORIG IN FILE

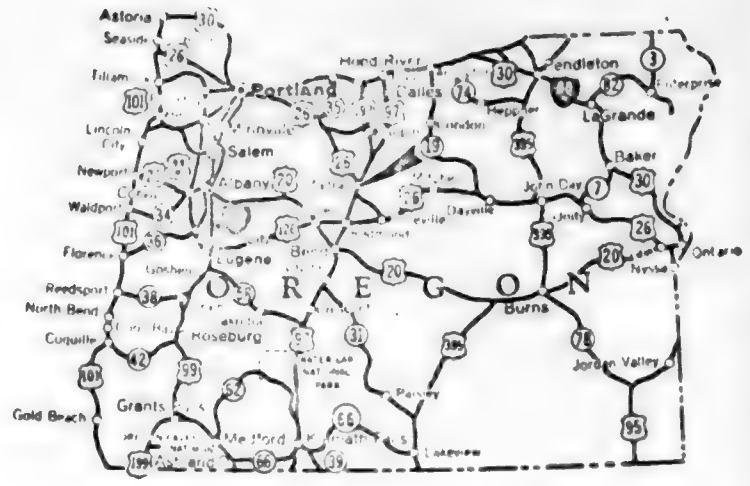
INDEX OF

SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Section & Sur...

COPY

973

MADRAS (C St. BRIDGE) SECTION FAS 16-108 JEFFERSON COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



APPROVED
CITY OF Madras
BY MAYOR [signature]
BY RECORDER [signature]
DATE 3/13/73

REGISTERED PROFESSIONAL ENGINEER 3623 OREGON MAY 8, 1973 FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER 1866 OREGON MAY 7, 1957 A. E. JOHNSON

Fred B. Klaboe STATE HIGHWAY ENGINEER

A E. Johnson DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:

DISTRICT ENGINEER DATE

Madris ("C" Street Bridge) Sec.
FHS 16-108

FAS 16-108
Jeff Co.

Tape 1b - 6

107.25 Contractor's Responsibility for Work - The provisions of subsection 107.25 of the Standard Specifications have been deleted and are revised as hereinbefore set forth in the Supplemental Standard Specifications.

RECEIVED
COUNTY & CITY SECTION
FEB 26 1973
ENGR. COOR. UE AE UE
UPE CE RE RPE

Tape 1b - 7

107.27 Temporary Protective and Directional Measures for Traffic - The provisions of subsection 107.27 of the Standard Specifications have been deleted and are revised as hereinbefore set forth in the Supplemental Standard Specifications. The Supplemental Standard Specifications are modified and/or supplemented as follows:

Delete the first sentence of paragraph (d-1) Signs and substitute the following:

(d-1) Signs - Materials and fabrication of signs shall conform to the requirement of Section 645 as supplemented.

~~Delete the first paragraph under (g) and substitute the following:~~

~~(g) Payment - There will be no separate payment for temporary protection and direction of traffic except as follows:~~

$3,500.00
~~$3,400.00~~
~~$2126~~

B-546, S-1, # 5-12 + Contractor's ID

Add 645 Supplemental

1796

5

FORM F-32 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 12, 1973

SUBJECT: Willow Creek ("C" Street) Bridge
City of Madras

To: MEMO TO THE FILES

E. S. Nowles

The "C" Street Bridge crosses Willow Creek approximately 2,600 feet upstream from Highway 97 in the city of Madras. Information from a City official suggests that two major floods have accurred on Willow Creek in recent years--once in 1956 and again in 1964. Floods of 1927, 1935, 1941 and 1956 are believed to have been less severe than the 1964 flood indicating that the 1964 flood had a return frequency of about 50 years.

Peak flows estimated by conventional methods are not considered reliable because of inadequate historic stream flow records. Photographic information for the 1964 flood shows highwater at "C" Street Bridge to be about 0.2 feet above the deck (elevation 2248). Flood waters also inundated "C" Street to the west for a considerable distance. These flood waters originated in the Willow Creek channel upstream from the southerly city limits and flowed through town in a northwesterly direction (see sketch). Following the 1964 flood, City forces deepened and widened the creek channel by several feet from the city limits near Grizzly Road downstream two miles through town. The City has maintained this portion each year. Although the capacity of the creek has been increased by the channel work, flooding in the town of Madras during major highwaters probably will continue since flood waters which inundate the city originate upstream from the enlarged channel.

In 1964, water surface elevations on the downstream side of the bridge were about the same as the water surface elevations on the upstream side indicating that the existing bridge did not obstruct flow. However, with the larger channel, water depths in the channel for the same peak flow would tend to be lower and the size of the existing bridge is such that it might not convey water under the new conditions without creating a backwater on the upstream side of the bridge. Such a backwater could cause flooding of upsteam lands similar to that which occurred in 1964 while water downstream would be contained within the channel.

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

It is recommended that the new structure provide approximately the same waterway area as does the existing creek channel. It is also recommended that the gradeline of "C" Street west of the bridge be maintained at its present elevation to prevent obstruction of the floodplain.

Richard L. Lenz
Hydraulic Engineer

By _____
Stephen H. Macnab
Hydrologic Engineer

SHM:jp
cc: E.S. Hunter ✓
V.D. Wolfe
Walt Hart
Frank Hall
Don Byard
Bob Prange
Jim Putnam

MADRAS

JEFFERSON COUNTY, OREGON

GRIZZLY ROAD

Creek

ROAD

McTAGGART

JUNIPER AVE.

PARK AVE

CREST ST.

HILL ST.

Willow

DOGWOOD

12TH ST.

12TH DR.

11TH ST.

10TH ST.

9TH ST.

8TH ST.

7TH ST.

6TH ST.

5TH ST.

4TH ST.

3RD ST.

2ND ST.

1ST ST.

BLUFF ST.

HIGHWAY NO. 4

TRADE ST.

CALIFORNIA ST.

COMMERCE ST.

MORROW ST.

EBERT ST.

HULL ST.

TURNER ST.

WADE ST.

ALLEN ST.

GLEN ST.

HAVEN ST.

GARD DR.

SUN DR.

DALLES ST.

ADAMS DR.

BARD LN.

M.P. 93.04 N.

M.P. 93.03

26

97

TO

LEGEND

HYDRAULIC DATA		
	Design Flood	Max, Flood yr (1964)
Discharge – c.f.s.	-------	--------
Frequency-yrs	50 yr	50 yr +
H.W. Elevation Natural Channel	2248.0 -	2248.0
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION HYDRAULIC UNIT	
WILLOW CREEK ("A" [illegible]) CITY OF [illegible]	
COMPILED BY	DATE

Narrative Report
Willow Creek Bridge
"C" Street (Madras)
Jefferson County
January, 1973

Prefix 516-1464

This survey was for the purpose of obtaining field data and making a vicinity map for construction of a prestressed concrete bridge over Willow Creek on "C" Street in the City of Madras. This is a proposed FAS-SCA project.

The structure is to be 48 feet long with a travel way of 54 feet curb-to-curb. There is to be a 5-foot sidewalk section on the southerly or up stream side.

It was requested that a minimum of work be done on the approaches. For this reason curbs are not planned on the easterly end of the bridge, only grading for additional width and surfacing to match the existing intersection. There is a private driveway that will be disturbed and will be relocated off the "A" line.

The curbs and sidewalk on "C" Street west of the bridge do not reach the present structure. These will be extended to match the new bridge.

There is a TV Cable attached to the present bridge so provisions should be made for this on the new structure.

The Street may be closed during construction.

The existing structure is to be removed and disposed of by the contractor.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2 Sheets

Section "C" Street (Madras) Bridge Unit
Highway City Street County Jefferson Prefix 516-14[illegible]
Length ____ Designer ____ Draftsman ____ Date Jan. 19[illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Prot. & Direct. T.	All	—	—	—	500.00	$ 500.00
2. Clearing & Grubbing	All	—	—	—	500.00	500.00
3. General Excavation	Cu.yd	186	14	200	5.00	1000.00
4. Finishing Roadway & Shoulders	All	—	—	—	500.00	500.00
5. Watering	M-Gal	7	1	8	10.00	80.00
6. 3/4"-0 Material in Base	Cu.yd	35	5	40	7.50	300.00
7. Coarse Base Material	Cu.yd	183	17	200	7.00	1400.00
8. Class 'C' Asphalt Conc. Mix	Ton	160	10	170	20.00	3400.00
9. Concrete Curbs	Cu.yd	3.6	.4	4	100.00	400.00
10. Concrete Sidewalk	S.y.	11.1	0.9	12	15.00	180.00
11. 12-inch Culvert Pipe	Lin.Ft.	18	2	20	8.00	160.00
12. Guard Rail, Type 2-A	Lin.Ft.	100	10	110	5.00	550.00
13. Extra for G.R. Fitting Ea.	Ea.	1	—	1	200.00	200.00
14. Remove Existing Culvert	All	—	—	—		250.00

Total $ 11,670.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section "C" Street (Madras Bridge) Unit
Highway City Street County Jefferson Prefix 516-14(
Length Designer Draftsman Date Jan 19
Signed Robert Reid Title Res. Eng.

Grading & Drainage		$
Surfacing		$ 11,670.00
Extra Work		
	Furnish & Place Rip Rap	$ 250.00
	Flagging	200.00
Total Extra Work		$ 450.00
TOTAL		$ 12,120.00
+ 20% Engineering and Contingencies	(includes structure)	$ 16,924.-
Structures		
	60x48 Bridge	$ 72,000.00
Total Structures		$ 72,000.-
Right of Way		$
Total Estimated Cost		$ 100,944.-

MONDAY. 1-22-73

72,183 - 72490 307 miles

GRASS VALLEY-

Met with Councilman Kenny —, the Mayor was gone all day making funeral arrangements and City Recorder was sick with bad flu. At the Post Office I told Councilman how to fill out forms and to change Resolution if it was too confusing. He will relay info to Mayor and Recorder.

MADRAS - Stopped by City Hall, Miller was out, left a card and left.

REDMOND-

Stopped at bridge site, old bridge out and crew was installing conduit with water line inside. Trench was 3-4 feet south of extg. line and about 2 feet below. Talked with Taylor Maclay, he said location was okay and they could make future connections ok. 3 men with shovels completing exc. for west footing.

SALEM, OREGON
January 31, 1973

Mr. Victor Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

Willow Creek ("C" Street) Bridge Sect.
FAS 16-108
City of Madras & Jefferson County

The field data for this bridge project has been examined and it has been found to be consistent with the request by the city and the county and as approved by the Highway Commission as an SCA project at the December 12, 1972 meeting. This project has not been approved as an FAS-C project as yet.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

ENGR. ✓ COOR. ✓ OE ✓ AE ✓
✓ CE ✓ PE ✓

December 13, 1972

Mr. A. P. Miller
City Recorder
City Hall
Madras, Oregon 97741

Dear Mr. Miller:

On December 12, the State Highway Commission approved the City's request for a 1973 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the enclosed project description and city map, showing the location of the structure to be built. Also enclosed are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

GEZ:ljt
Encl.

cc: J. F. Putnam

ENGR. COOR. OE AE UE
UPE CE RE RPE

MEMO TO FILES
August 3, 1972

RE: FAS-SCA Project (Tentative)
"C" Street Bridge
City of Madras
Jefferson County

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1972
☐ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

On August 2, 1972, H. S. Cox and the writer met with the Jefferson County Court, Judge Read, Commissioners Louis Olson and Gordon Galbraith, and Roadmaster Russ Sumner, and the City of Madras represented by City Attorney Sumner Rodriguez. The purpose of this meeting was to obtain mutual agreement between County, City, and State on the scope of the Willow Creek bridge project on "C" Street. A contract for this project would include a prestressed concrete structure 48 feet long with a travel width of 54 feet between curbs and a 5-foot sidewalk on the south side and any work necessary to connect approaches would be kept to a minimum. Guard rail will be required only from the northeast corner of the structure and a driveway will need relocated on Ashwood Street to provide a better access to private property.

The City plat shows a right-of-way on "C" Street of 70 feet easterly across Willow Creek. County jurisdiction on Grizzly-Madras Market Road (60-foot right-of-way) ends at the south right-of-way line of "C" Street. This project would be within City jurisdiction on an FAS route and therefore qualifies for a combination FAS-SCA project.

The City requested that the entire $25,000 in SCA funds be used in order to reduce the County share of the project from FAS funds.

Prior to this meeting a project request was completed and will be submitted to this office by the County.

County, City, and State concur on the project as hereinbefore stated and State will seek approval of same.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:lat

CITY: Madras COUNTY: JEFFERSON

SECTION: St. Bridge - Const. 4 span x 60' wide conc. bridge and approaches

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	—		
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	—		
Watering	M-gal.	16		
Level material (3/4-0)	c.y.	83		
Base material	c.y.	486		
Asphalt	ton	184		
Binder	all	all	L.S.	
Concrete inlets	each	—		
Culvert pipe	lin. ft.	—		
Concrete curbs	c.y.	12		
48' wide x 60' long Conc. Structure				
Conc. Sidewalk	S.Y.			
Remove Exty. Structure	all	—		

*Items include 10% allowance

	Total	$
Perm. signing ($100/intersection)		
Flagging		
	Total	$
Engineering & contingencies (20%)		
	Total	$
City's estimated share of survey		
TOTAL ESTIMATED COST		$

Kansas. A.E. Miller, Record.

Judge Kent

Met Com. Simms at [illegible] Bridge, & went to
See the Judge with him. Judge said that
he could not pay any attention to any
city matters, & was not going to do
it at all. He stated he was in the
Co. Comm's Court & was interested in it &
the city to Maintain it. [illegible] to finish [illegible]
[illegible] with [illegible]
[illegible]
[illegible]

S.C.A. Investigation Data

City of Madras Date _____ Div. 4

Population: 1966 1805 1911 1772

Street "C" Street Bridge

No. previous projects 6
Last project 1970 (year)
Total SCA funds $ 81,298.83
Funds/capita $ 45.88
Average/capita $ 25.57

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other _____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.		5[illegible]	2020
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.		10[illegible]	160
Level material (3/4-0)	c.y.		50	5350
Base material	c.y.		623	30315
Asphalt	ton		20[illegible]	3080
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.		75[illegible]	900
6 x 15				
[illegible]			10[illegible]	070

*Items include 10% allowance

Total $ _____ 87,107

Perm. signing ($100/intersection) _____
Flagging _____

Total $ _____ 87557

Engineering & contingencies (20%) _____ 12,040

Total $ _____ 99,253

City's estimated share of survey _____

TOTAL ESTIMATED COST $ _____
100,000

100,000
Total $ [illegible]

20,000
25,000
55,000
100,000

Gen. Exc. = $1.4 \times \frac{54}{27} \times 170 \times 1.1 =$ 594 c.y.

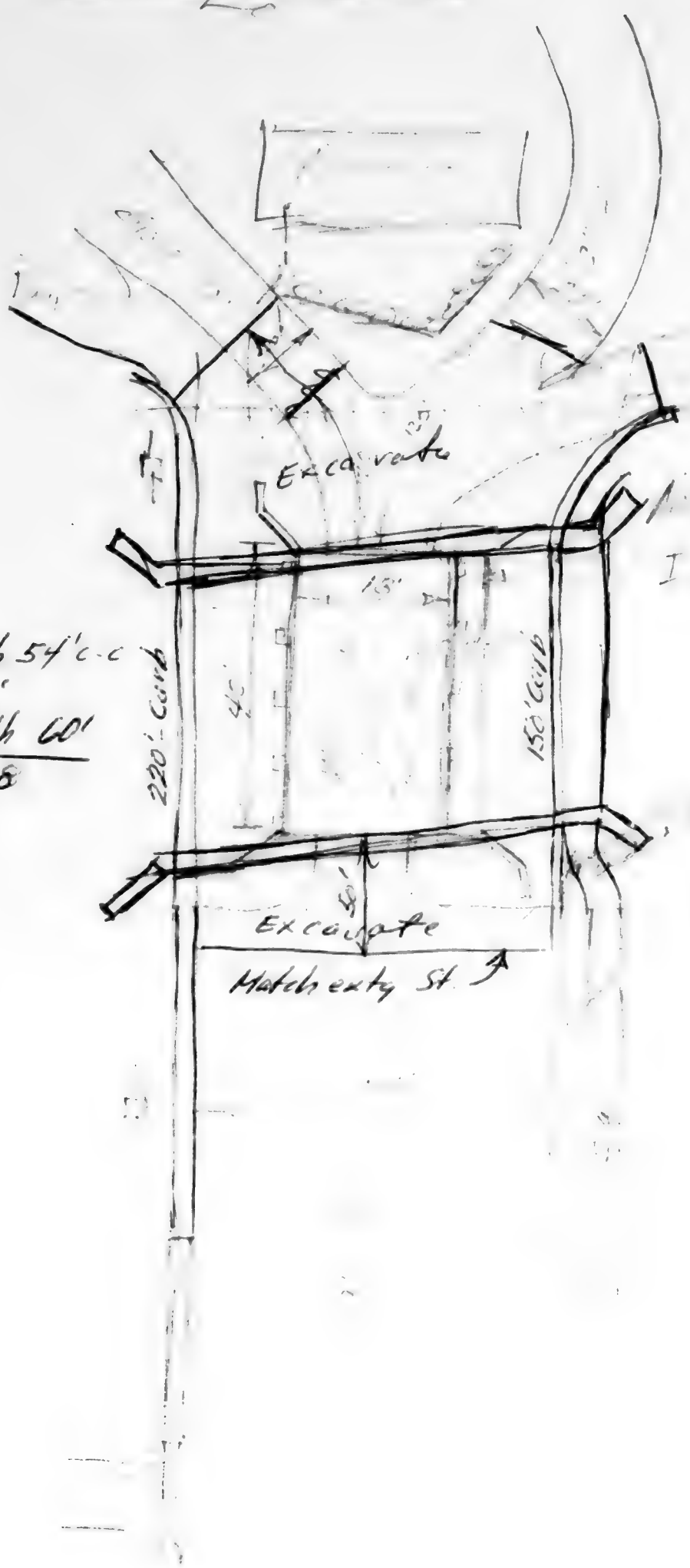
Lev. Co. = $.17 \times 54 \times 170 \times 1.43 =$ 85 c.y.

Agg. Base = $1.0 \times 54 \times 170 \times 1.43 =$ 486 c.y.

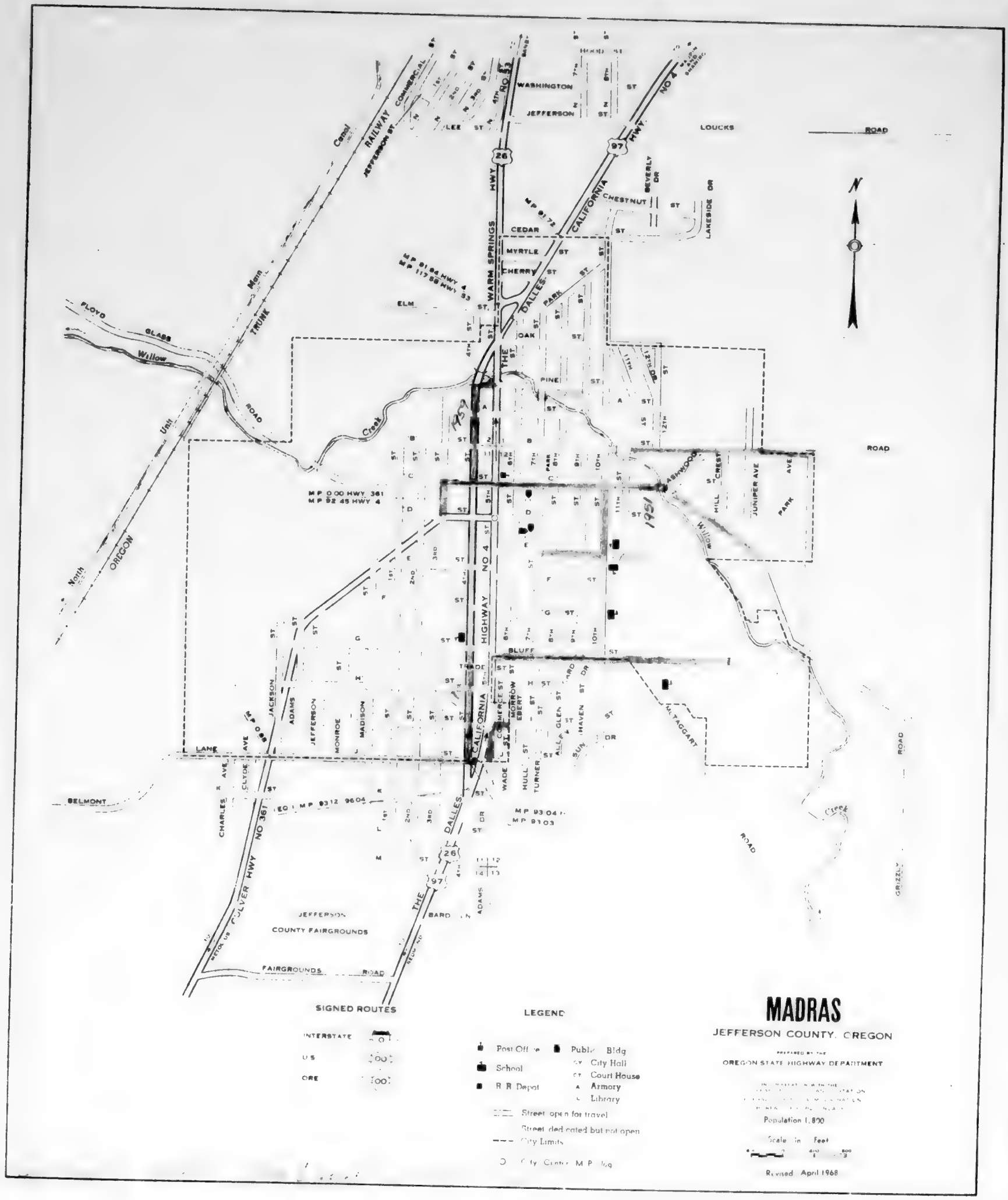
A.C. = $170.2 \times 1.0 =$ 154 c.y.

Curbs = $170 \times .17 =$ 29 l.f.

MB: 245
1-14-72
3 pictures



width 54' c-c
S.W. 5'
Total width 60'
Length - 48



SIGNED ROUTES

INTERSTATE 01

US 00

ORE 00

LEGEND

- Post Office
- Public Bldg
- School
- CH City Hall
- CT Court House
- R R Depot
- A Armory
- L Library
- Street open for travel
- Street dedicated but not open
- City Limits
- City Center M P log

MADRAS

JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

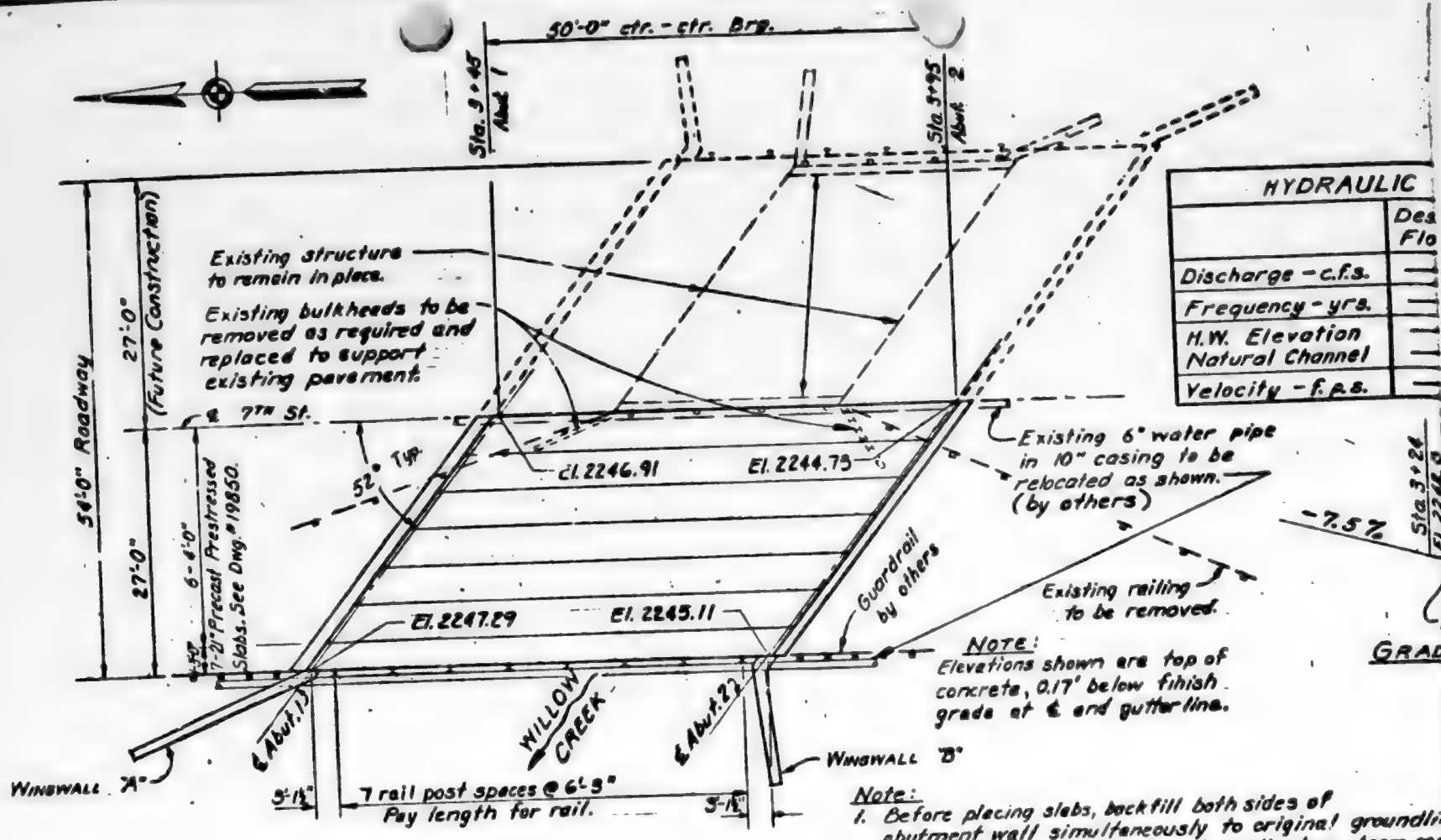
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,800

Scale in Feet

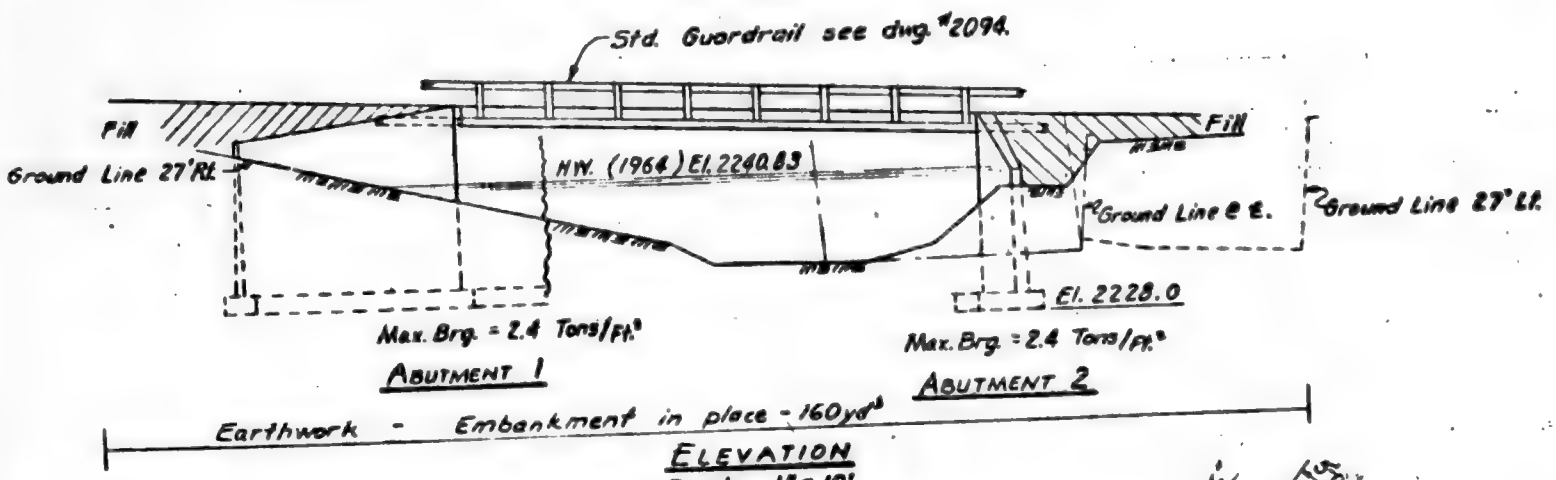
0 400 800

Revised April 1968

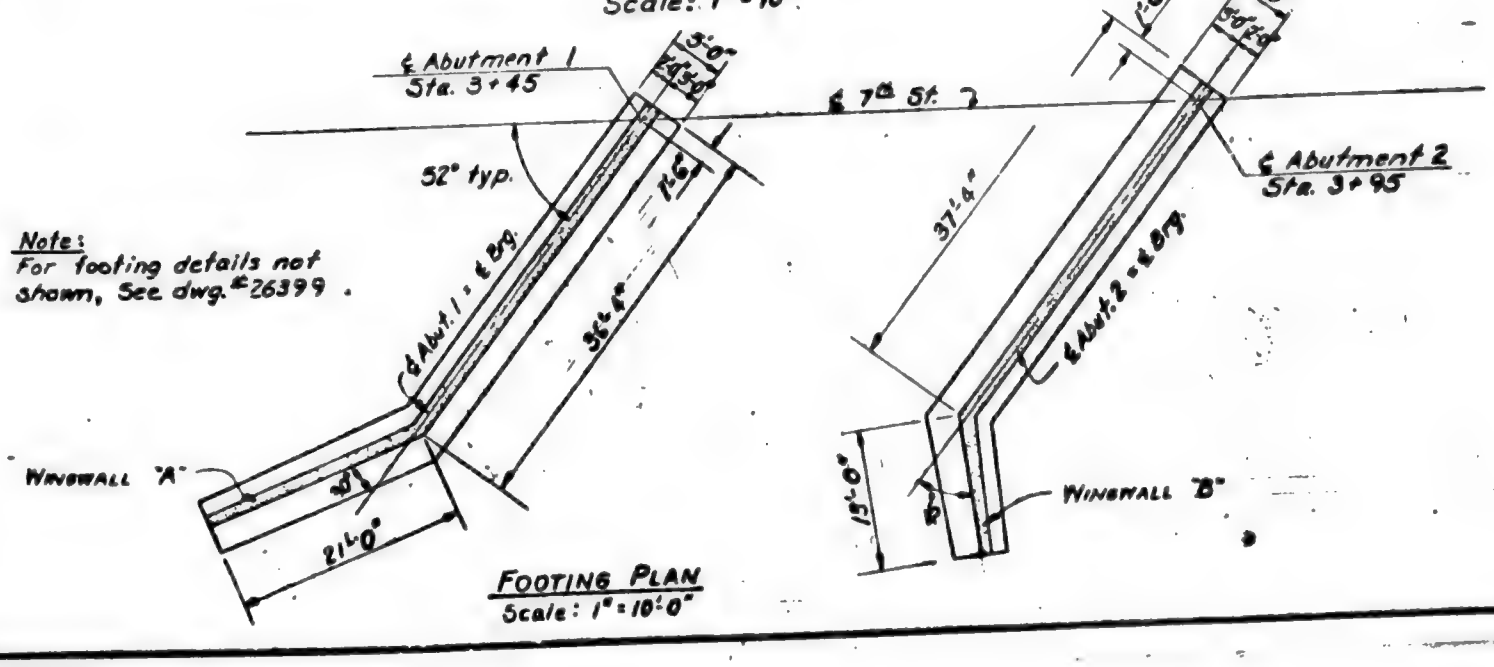


PLAN
Scale: 1" = 10'

Note:
1. Before placing slabs, backfill both sides of abutment wall simultaneously to original groundlin
2. Place slabs and pour concrete wall above beam seat
3. When concrete has attained a strength of 3,300 p.s.i. but not less than 14 days after Pour No. 2, complete backfilling behind both abutment walls simultaneously



ELEVATION
Scale: 1" = 10'



Note:
For footing details not shown, See dwg. # 26399.

FOOTING PLAN
Scale: 1" = 10'-0"

dras (Willow Creek Bridge) Section
Structure

O.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
01	EMBANKMENT IN PLACE	170.000	CU YD	2.0000	340.00
02	SHORING CRIBBING ETC	1.000	LUMP SUM	1,250.0000	1,250.00
03	STRUCTURE EXCAVATION	400.000	CU YD	3.0000	1,200.00
04	STRUCTURE EXCAV BELOW ELEV SHOWN	30.000	CU YD	10.0000	300.00
05	CLASS A CONCRETE	1.000	LUMP SUM	8,500.0000	8,500.00
06	3FTX50FT/55FT PRESTRESSED SLABS	1.000	ONLY	1,500.0000	1,500.00
07	4FTX50FT/55FT PRESTRESSED SLABS	6.000	ONLY	1,367.0000	8,202.00
08	REINFORCEMENT	1.000	LUMP SUM	2,812.0000	2,812.00
09	METAL RAIL	40.000	LIN FT	21.0000	840.00

F F STEINLICHT
BEND 97701

Total amount of contract 24,944.00

on the
neither
for will

Contract

Jeff

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County JEFFERSON FAS No. 16-~~108~~ 108 Date August 2nd, 1972
County Road Name Grizzly-Madras Market Road # 692
Section Name Willow Creek Section
Type of Project Bridge & Approaches (minimal on east End))
Location of Project (Attach sketch map) [illegible]
ADT _____ Design Speed (25 MPH) Residential

Is this request for county bridge design only? Yes _____ No _____
County FAS bridge design? Yes X No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type AC Width 54' C to C

2. Shoulders: Type AC Width Transition Section (No curbs east of Bridge)

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract X

9. Curbs: Modification westerly of Br
Curbs Required? Yes X No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) Type "C" 6" exposure
Width between curbs 54' (south side)

10. Are pedestrian walkways necessary? Yes X No _____

11. Are there any structures to be replaced or altered? Yes _____ No X

12. Will replacement be by: County _____ ~~Contract~~ _____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

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UPE CE RE RPE

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes____ No_X__

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes_____ No X

20. Does County wish guardrail installed? Yes_X__ No_____

By County_____ Contractor_X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No_X__
By rock blanket Yes____ No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? YesX____ No_____

23. Can through traffic be detoured? Yes_X___ No_____

24. Must new detour be constructed? Yes_____ No_X__

25. Will detour be maintained by County? Yes_X__ No_____

26. Will detour be maintained by Contractor? Yes_____ No_X__

27. Will County sign project outside work area during construction?
Yes_____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No_____

29. Should contract provide for permanent signing? Yes_____ No X

30. Should State do permanent signing? Yes_____ No_X__

31. Will traffic signals be required? Yes_____ No__X__
If yes, give location and type desired_____

Combination FAS & SCA

32. Is project contingent upon other factors? YesXX___ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream Willow Creek

2. Name of bridge "C" Street Bridge

3. Dimensions of existing bridge. Length 40' Roadway Width 17'

4. Type of design and material used in existing bridge. Steel Stringer wood deck, concrete abutments

5. Location (please attach map with location marked):
   Section 12 Township 11S Range 13 E W.M.

6. Desired width of bridge 54' (to comform to City Curbs
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes X No
   Upstream X Downstream _____ Width 5'

8. Does County wish a particular type of bridge design? Yes X No
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) prestressed concrete ~~xth~~ slab (Cheapest str possible)
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes X No
   Explain Rip-Rap if necessary. Back fill material if necessary

10. Foundation Testing:
    By County? Yes _____ No _____
    By State? Yes X No _____

11. Will County close road during construction? Yes X No _____

12. Can presently established road be used as detour? Yes X No _____

13. Must a new detour be constructed? Yes_____ No_X_____

14. Will detour be maintained by County? Yes___X___ No_____

15. Will detour be maintained by Contractor? Yes_____ No_X_____

16. Will County sign project outside work area during construction?
Yes_____No_X_____

17. Will Contractor sign project outside work area during construction?
Yes___X___No_____

18. Approaches or Connections by County Yes_____ No_X_____
by Contractor Yes_X_____ No_____

Traveled surface: Type_AC_____ Width_54 (Variable)_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes___X___No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure___X_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure___X_____

20. Guardrail: Desired on approaches or connections: Yes_X_____ No_____
By County _____ Contractor_X_____
North ~~XXXX~~ side only? Yes___X___ No_____
South ~~XXXX~~ sides? Yes_____ No_X_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_X_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_X_____ No_____
Salvaged by Contractor for County? Yes_____ No_X_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No__X__ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No__X__ Size_____
Company_____
c. Storm sewer: Yes_____ No__X__ Size_____
Company_____
d. Gas mains: Yes_____ No__X__ Size_____
Company_____
e. Power lines: Yes_____ No__X__ Size_____
Company_____
f. Telephone lines: Yes_____ No__X__ Size_____
Company_____
g. Other Utilities: None

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No__X__

25. Does County wish lightpost bases and conduit installed? Yes_____ No__X__

26. Does County wish complete job of illumination in project? Yes_____ No__X__

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: See Page 2 -- Line 32

Remarks re Section II:

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

"C" Street

1. What is width of existing right-of-way? Maximum 70' Minimum _____

2. Is any additional right-of-way needed? Yes _____ No X

3. Will right-of-way be acquired by: Resolution _____ or Deed _____

4. Should State prepare options? ~~Yes~~ _____ ~~No~~ _____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? ~~Yes~~ _____ ~~No~~ _____

6. Should material source site be included in right-of-way descriptions? ~~Yes~~ _____ ~~No~~ _____

7. Is there any merchantable timber on right-of-way? ~~Yes~~ _____ ~~No~~ _____

8. Will timber be reserved for owner? ~~Yes~~ _____ ~~No~~ _____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? ~~Yes~~ _____ ~~No~~ _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
If yes, give type and name of utility company: 6" water main (Deschutes Valley Water District) Easterly of Bridge

13. Are utilities on existing right-of-way by permit X or by franchise _____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow X Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items Rip-Rap

Remarks re Section V_____

VI. **FINANCIAL DATA**

1. Estimated Cost: $Not to exceed $125,000

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____

4. Date match money is available_____

5. Will there be any 100% County money? Yes_____ No X

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting:_____

Remarks re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is not complete without an attached exhibit showing location of project.

By Marshall Brad
County Judge or Comm. Chairman

By Harry Olson
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

Robert H Lange
O.S.H.D. Field Engineer

Date 8-8-72

County _____
Date August 2, 1972

July 14, 1972

Willow Creek Bridge - photographs

Looking E. on "C" St.
Looking W. on "C" St.
Looking N. westerly on Grizzly Road.
in city of Madras

SEE: ORG 7 - Bridges - Willow Creek

RECEIVED
COUNTY & CITY SECTION
MAY 23 1972
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SCA

BRIDGE PROJECT DATA, CITY OF Madras, DATE 5/18/72

TO BE FINANCED BY SPECIAL CITY ALLOTMENT FUND AND NECESSARY CITY FUNDS.

1. Street Name: "C" Street
2. Name of River or Stream: Willow Creek
3. Name of Bridge: "C" Street
4. Does City wish a particular type of bridge design? Yes _____ No X
   If "Yes," explain type desired: _____
5. Desired roadway width of bridge: 54' Feet
6. Are sidewalks desired? Yes X No _____
7. Width of sidewalks: 5' feet south
8. Is sidewalk desired on upstream side of bridge? Yes X No X
9. Is sidewalk desired on downstream side of bridge? Yes X No _____
10. Can street be closed during construction? Yes X No _____
11. Will detour be required? Yes _____ No X
12. Will detour be constructed and maintained by City? Yes _____ No _____
13. Will detour be constructed and maintained by contractor? Yes _____ No _____
14. Will City construct approaches or connections? Yes _____ No X
15. Will contractor construct approaches or connections under contract?
    Yes X No _____
16. State width of traveled roadway: 54' Width of shoulders _____
17. Will additional right-of-way be required? Yes _____ No X
    NOTE: Right-of-way costs must be paid by City.
18. Does City wish State to prepare option forms for City's use in acquiring right-of-way? Yes _____ No _____
19. Will old bridge remain in place? Yes _____ No X
20. Will old bridge be removed by contractor? Yes X No _____

21. Will old bridge be removed by City? Yes_____ No_____

22. Does City wish old bridge salvaged for future use? Yes_____ No__X__

23. Does City wish lightpost bases and conduit installed? Yes_____ No__X__

24. Does City wish complete job of illumination in project? Yes_____ No__X__
NOTE: Illumination costs must be paid by City.

25. Will any of the following utilities be attached to this structure?

(a) Water Mains: Yes_____ No__X__ Size_____

(b) Sanitary Sewer Mains: Yes_____ No__X__ Size_____

(c) Storm Sewer Mains: Yes_____ No__X__ Size_____

(d) Gas Mains: Yes_____ No__X__ Size_____

(e) Power Lines: Yes_____ No__X__

(f) Telephone Lines: Yes_____ No__X__

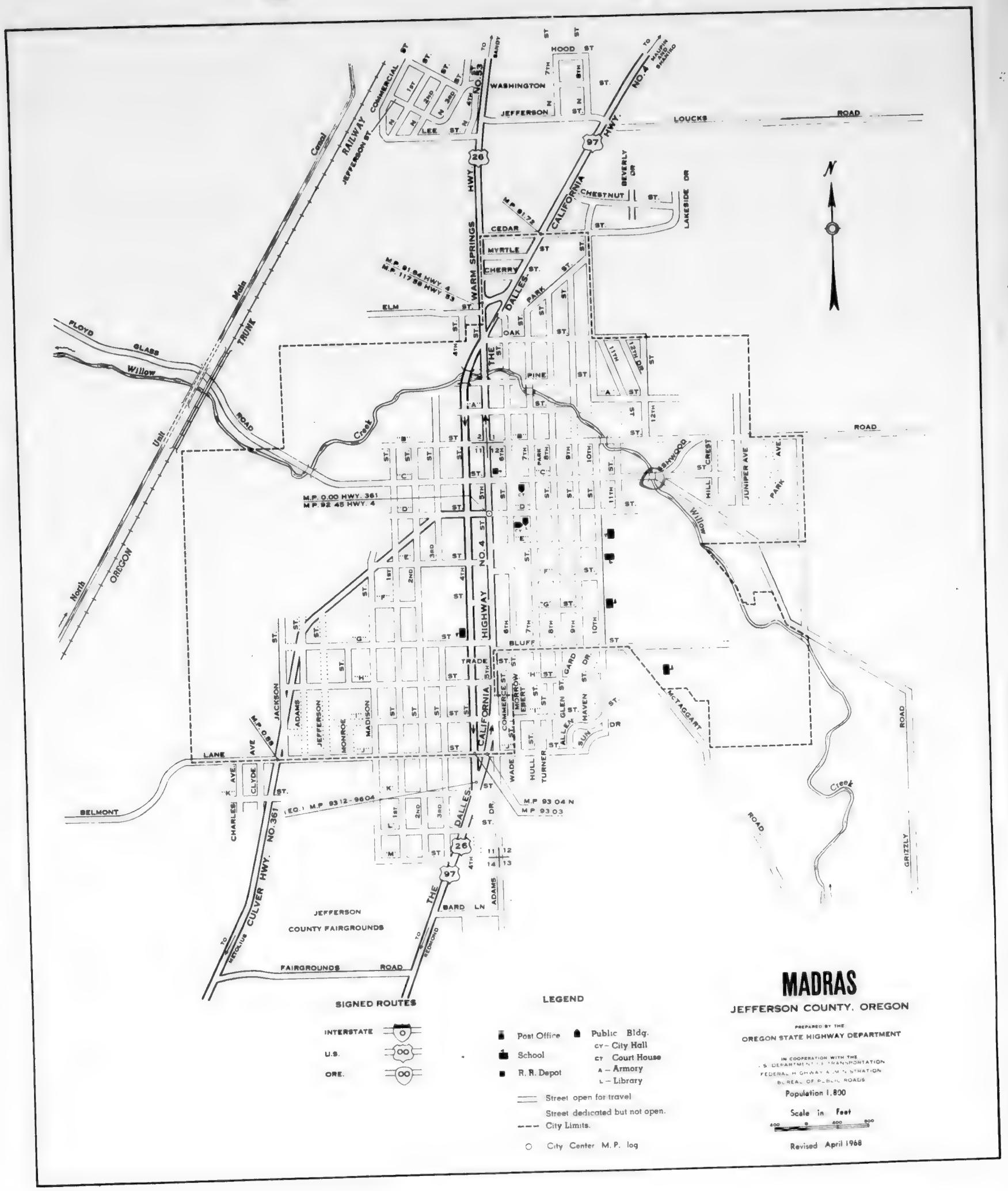
(g) Other Utilities?_____
NOTE: City to adjust utilities if required, at no cost to State.

26. General remarks:_____

By_____
Mayor

By_____
City Recorder or City Manager

By_____
City Engineer



SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.
- City Center M.P. log

MADRAS

JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,800

Scale in Feet

400 0 400 800

Revised April 1968

Jefferson Co
Madras

Att. Sicox: I thought you would be interested in the City's version. Yesterday not ~~Knowing~~ Knowing of the City action Voted to approach the City with the idea of doing just a "bare bridge" and balance of work City-County 50-50. Maybe County to late!

THE BULLETIN 6
Bend, Ore., Wednesday, May 10, 1972

Madras maps plans for sewer project

By Carolyn Grote
Bulletin Staff Writer

MADRAS — At their regular meeting last night, city councilmen authorized Mayor Don Hatfield and Recorder Bud Miller to sign and file a letter of intent relating to the proposed city sewer system with the Federal Housing Authority (FHA).

The letter is evidence that the city will meet conditions set forth by the FHA. It is required before further consideration will be given the city's application for a $1,216,000 loan and a $217,000 grant.

Among the some 15 conditions enumerated is an election to authorize the issue of general obligation bonds to repay the sewer loan. The city specified a Nov. 1 deadline for compliance.

A single bid to drill a well near the city shops in West Madras was submitted by R.J. Strasser Drilling Co., Portland. Its bid price of $19,645 was $2,135, or 12 per cent higher than the engineer's estimate of $17,510. The bid was referred to Don Rhode, engineer with Tenneson Engineering Corp. The Dalles.

In other business, the city approved a taxi stand for the Muzgay Taxi Service in front of the Shangrila Cafe at 541 D St. A loading zone now located there will be moved around the corner to Sixth Street, east of the cafe.

Councilmen voted to have the State Highway Department include all items in its specifications for the C Street bridge, including removal of the old structure, sidewalks and curbs.

Plans call for a joint city-county fund sharing project for the Willow Creek structure. The city will receive $25,000 from the highway department's assistance to cities program, and the county will contribute funds from its allocation of Federal Aid to Secondary Highways (FAS) monies. Bid will be prepared and let by the highway department.

Four councilmen and the city recorder indicated they would attend the League of Oregon Cities meeting at Tony's Country Kitchen in Bend Monday. League staff members and consultants will conduct a workshop beginning at 4:30 p.m. A dinner will follow the workshop.

RECEIVED
COUNTY & CITY SECTION
MAY 16 1972
ENG COO C AS
PE CE RE

Bend Golf Club

4-27-72

M.E. ras 4-27-72

East End Buff St. looking across ditch @ Grit

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
☐ ENGR. ☑ GEOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☑ GE ☐ RE ☐ RPE ☐

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Madras is an incorporated city of the State of Oregon and has a population of 1772 as given by the latest official census; and

WHEREAS, the following streets of said city,

C Street Bridge

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

:c-50, 1959 Rev.)

4. That the City of Madras does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A. P. Miller as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of April, 19 72.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

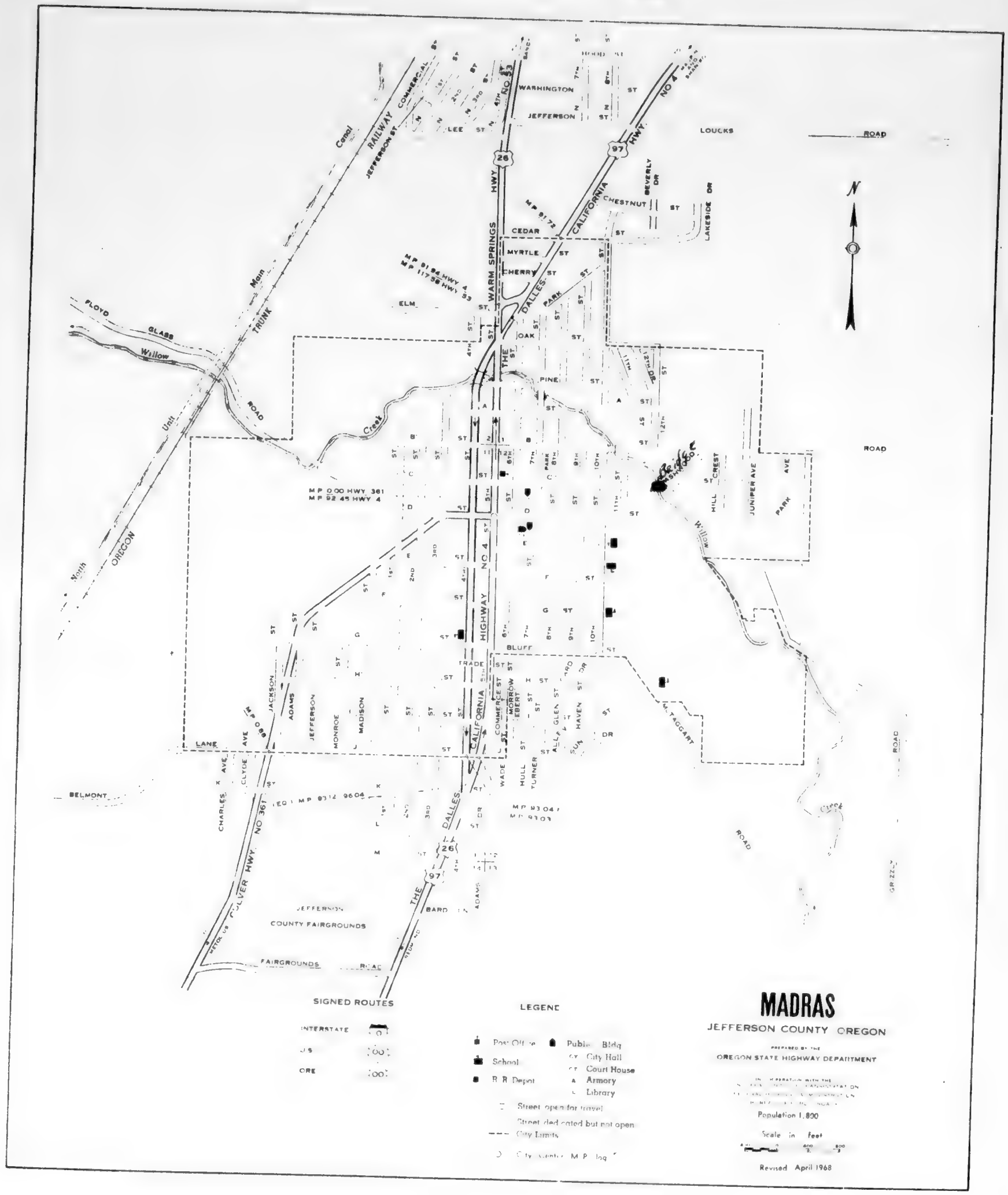
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Madras at a regular or special meeting of said Council, held on the 11th day of April, 19 72, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of April, 1972.

A P Miller
City Recorder

c-50, 1959 Rev.)


WARNINGTON ST
JEFFERSON ST
LEE ST
RAILWAY COMMERCIAL
JEFFERSON ST.
Canal
Main
TRUNK
Unit
Creek
Willow
GLASS
FLOYD
ROAD
OREGON
North
NO 53
HWY
26
WARM SPRINGS
NO 4
HWY
97
CALIFORNIA
LOUCKS
ROAD
BEVERLY DR
LAKESIDE DR
CHESTNUT ST
CEDAR ST
MYRTLE ST
CHERRY ST
ELM
PARK ST
JOAK ST
THE DALLES
PINE ST
MP 91.72
MP 91.84 HWY 9
MP 117.58 HWY 1
MP 0.00 HWY 361
MP 92.45 HWY 4
HILL CREST
JUNIPER AVE
PARK AVE
ROAD
NO 4
HIGHWAY
BLUFF
TRADE ST
COMMERCE ST
MORROW ST
LIBERT ST
MULL ST
TURNER ST
WADE ST
ALLEN GLEN ST
SUN HAVEN ST
DR
MAGGART
LANE
JACKSON
ADAMS
JEFFERSON
MONROE
MADISON
CLYDE AVE
CHARLES AVE
BELMONT
SILVER HWY NO 361
THE DALLES
26
97
BARD
JEFFERSON
COUNTY FAIRGROUNDS
FAIRGROUNDS ROAD
ROAD
GRIZZLY
N
SIGNED ROUTES
INTERSTATE
US
ORE
LEGEND
Post Office
School
R R Depot
Public Bldg
CH City Hall
CT Court House
A Armory
L Library
Street open for travel
Street dedicated but not open
City Limits
MADRAS
JEFFERSON COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
Population 1,800
Scale in Feet
Revised April 1968

MEMO TO FILES
February 29, 1972

Re: Possible Combination Project
"C" Street and Buff Street
City of Madras

On February 24, 1972, H. S. Cox and I met with Russ Sumner, County Roadmaster; Dick Cowden, City Councilman; and Rodriguez, City Attorney, representing Jefferson County and the City of Madras. The topic of discussion was bridges, on "C" Street and on Buff Street, to be constructed jointly by County and City through the FAS-C and SCA programs. These two streets are to be designated FAS routes under the jurisdiction of the City.

The bridges will be contracted and any additional work to match the streets to the bridges will be performed by County and City forces. County and City will share any out-of-pocket costs which may occur over and above the Federal, State and SCA grant.

Mr. Cowden will submit this to the City Council and if this is what the City desires, he will make application for SCA funds for the bridges.

Mr. Sumner will likewise seek approval from the County Court and if satisfactory, will apply for FAS assistance.

They will keep us informed as to the wishes of the City and County in this matter.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

Tentative SCA/FAS
Madras & Jeff Co

Jefferson County

Madras, Oregon 97741
February 25th, 1972

RECEIVED
COUNTY & CITY

THE HONORABLE COURT
Jefferson County
Madras, Oregon 97741

Gentlemen,

On Thursday afternoon, February 24th, 1972 a discussion regarding the Willow Creek bridges on "C" Street and on Buff Street between H. S. Cox and Gary Zehner of the County-City Division of the Oregon State Highway Department; Dick Cowden, Councilman and Chairman of the Streets Committee for the City of Madras; Sumner Rodriguez, Attorney for the City of Madras and County Road Master, Russell R. Sumner took place at the County Road Department office.

The pertinent points of the discussion were as follows:

1. Mr. Cox stated that minimum allowable width for a bridge on a city street had to have the same traffic width as the existing street and that any desired walkway would have to be outside of the required traffic width. This would mean that in the case of the "C" street location the travel width would be 54 feet and on the Buff Street location a minimum of 44 feet would be required.

2. The present project could be legally done only if it was shown that the bridges were a part of the City of Madras. In the case of the Buff Street location, this would mean that the City of Madras show ownership of the street right-of-way to its junction with the right-of-way of the existing Madras-Grizzly Market Road. Mr, Cox suggested one solution to attempting to determine ownership of the "C" Street bridge between Jefferson County and the City of Madras would be for a

Jefferson County

Madras, Oregon 97741

short section (100 feet more or less) be made a City Street by appropiate action.

3, It will be necessary to have Buff Street included in the Jefferson County F.A.S. system. Mr. Cox did not think this would be a problem and the "C" Street location is already in the process of being added to the F.A.S. system.

4. Discussion of cost of these two bridges meeting minimum width specs was culminated with a quick rough estimate for the two bridges at a figure of $140,000 for the structures alone without any rip-rap, back fill, fill or road surfacing being included. It would then be necessary for the County or the City or a cooperative effort of both parties be carried on to complete the project. A bid of $140,000 would require an additional $3,000 of local matching funds beside the $25,000 that the City would obtain from the O.S.H.D. I, as Road Master, stated that fill material and rip-rap material was available from County sources and that I could for see nothing that County and City equipment and forces could not complete should it be decided that the Road Department and/or City Street Department efforts and time be used for this purpose.

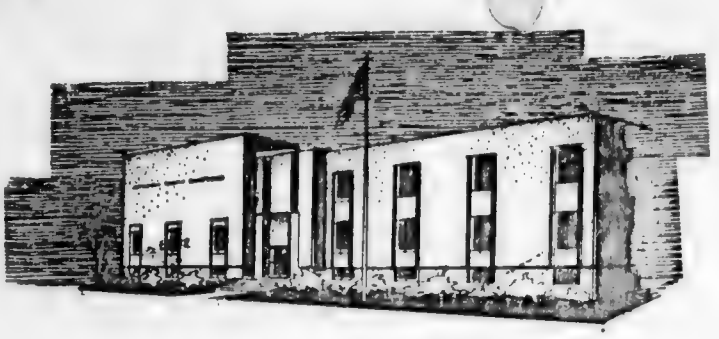
5. The scheduling of the steps necessary to obtain this project as stated by Mr. Cox were as Follows:

a. The City of Madras submit a request fot the $25,000.

b. When the request from the City of Madras had been received, Mr. Cox would notify the County Court.

c. Jefferson County would then submit a request for an F.A.S. project to include construction of the two bridge structures.

d. The Oregon State Highway Commission would meet and consider the request and if acceptable would be able to perform necessary



Jefferson County

Madras, Oregon 97741

preliminary work and let a contract for construction to be performed in 1973.

6. Mr. Cox stated that he wished it to be clearly understood by all parties concerned that neither he, his department or the Oregon State Highway Department was exerting or would exert any pressure on any one for any particular project but that they were available and would be willing to assist in obtaining any project that was ultimately requested.

Resptectfully Submitted

Russell R. Sumner

Russell R. Sumner
Road Master

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CY – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.
- City Center M. P. log

MADRAS

JEFFERSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,800

Scale in Feet

400 0 400 800

Revised April 1968

7997 Manzanita Safety Rest Area 1974
adjacent to the Pac. Hwy.
(Expansion)

7997

1-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 1, 1978

Tom Savage

FROM: Tom Savage
Landscape Architect

TO: George Thornton
District 8 Engineer

SUBJECT: Manzanita Safety Rest Area
Pacific Highway
Josephine County
T.I.C.O. Building

Enclosed is a print of the proposed location plan for the T.I.C.O. building. The enclosed drawing was made from a limited amount of information. Adjustments will have to be made in the field.

If the Landscape group can be of further assistance, please call.

Versteeg ✓
Christensen
George
Olson asd
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 0 1 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

TS:ab
cc: Alfred Shirley, Jr.
Dick Althoff, Travel Info Centres of Oregon
Dale R. Wynant, Color and Design, Inc.

3-7-78

Sent cc: Permits Section
Spence Edson, Section on Indian

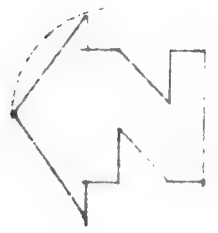
JUNIPER BED
CIRCUIT
-LA-F (12' DIA., 1.6 GPM AT 15 P.S.I.)

* LOCATIONS OF ALL FACILITIES INCLUDING BUILDING, WALKS, TABLE & IRRIGATION HEADS TO BE APPROVED

NOT FILMED
ORIGINAL IN
FILE

ING

E



SCALE: 1" = APPROX. 16'

PROPOSED LOCATION PLAN
FOR
T.L.C.O. BUILDING

S.B. UNIT MANZANITA S.R.A.
PACIFIC HIGHWAY
JOSEPHINE COUNTY
THOMAS L. SAVAGE - LANDSCAPE ARCHITECT
TECHNICAL SERVICES BRANCH
OREGON DEPT. OF TRANSPORTATION 2-28-78

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COP

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD ~~(E S Hunter)~~ Coueta
Wash. D.C. (HHO-32)
Reg. 3, Shirley

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Josephine	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-20-77	Vincent J. Tabor	I-5-2(75)64

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12-19-75	5-16-77	100 %	*specified date 11-30-75

APPROVED EXTENSIONS	LOCATION
11-30-75 to 12-19-75	Interstate 5: Manzanita Safety Rest ARea approx. 3.0 miles north of Grants Pass

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MANZANITA SAFETY REST AREA
PACIFIC HIGHWAY
Expansion

This project provided for the construction of Type 8 toilet facilities, a water supply system, irrigation system, walks, picnic tables and information shelters, landscaping and illumination.

The total amount authorized for this work was $651,160 and the progress estimate and cost report lists a final project cost of $656,210.

The project was recommended for acceptance May 3, 1977, and all required documentation has been received and appears satisfactory for formal acceptance of the project.

RECEIVED
STATE HWY ENGR
JUL 27 '77
REFER TO
FOR

COPY

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE: G. K. Hossner (Original signed by G. K. Hossner Dist. Engineer)	
TITLE: Area Engineer	DATE: 7-25-77	TITLE: District Engineer	DATE: 7-25-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

7997

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* (1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33)

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Josephine	I-5-2(75)64	RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y021 Y022	
20	FINAL CONSTRUCTION COST	DOL.	560,635	
21	LENGTH OF PROJECT	MILES	- -	

DATE STARTED: April 24, 1974

DATE COMPLETED: December 19, 1975

TOTAL NO. BRIDGES: - -

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 14,895		GROSS EARNINGS 119,443

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	417,949
	9	PETROLEUM PRODUCTS	GAL.	510
	1	CEMENT	BBL.	- -
CARD C	2	AGGREGATES PURCHASED	TON.	828
	92		CU. YD.	50
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	THSD BD FT	13.7
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	10,900
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE	CU. YD.	710
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	87
	15	AGGREGATES PRODUCED	TON	
	95		CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	5,000
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN FT	
	19	BRIDGE RAIL	LIN FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL	1,292
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	109,919

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel (48–52 | 53–61 | 62–70)

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	12 50
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	12 50 18 26
CARD M	26	CAST IRON PIPE	4 525

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 26 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check [illegible] to indicate [illegible] with [illegible]

All figures [illegible] department [illegible] sheets. The [illegible] earnings should [illegible] tion amount. Also [illegible] reasonable [illegible] report [illegible] quantity [illegible] concrete [illegible]

Contract [illegible] substantial [illegible] included [illegible] not required [illegible] a PR [illegible] the [illegible] that [illegible] the figures [illegible] sheet of paper marked [illegible] actually did [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" [illegible] best estimate [illegible] costs incurred [illegible] date for contract [illegible] work [illegible] contractor and State furnished materials.

"Length of Project." Report [illegible] bridge mileage.

Quantities of steel, concrete and lumber [illegible] in connection with Items 17, 18, 19, 23 and 24 should be reported unless difficulties are encountered in segregating such quantities from total [illegible] quantities.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes, a factor of 8 pounds of grease per gallon [illegible]

Item 10 - Report total number of pounds of explosives, exclusive of [illegible]

Item 11 [illegible] ready-mixed concrete [illegible] concrete [illegible] precast units [illegible]

Item 12 [illegible] bituminous paving mixtures [illegible] in place, compacted condition, ready for passage of traffic [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of [illegible] plain and reinforced concrete [illegible] drain and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates, such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 [illegible] weight [illegible] pipe [illegible] pounds [illegible]

Items 17, 18 and 19 [illegible]

Item 22 [illegible] subcontracts, [illegible] materials [illegible] each [illegible] plus [illegible] trucking and hauling and the cost of [illegible] and rental [illegible] operating the equipment [illegible] Estimates should be furnished [illegible] Costs of [illegible] and [illegible] operating the equipment [illegible] Estimates should be furnished [illegible] [illegible] should not be included. The amount used [illegible] should be only that charged to the [illegible] and should not include the cost of [illegible] Wages and man hours for [illegible] should be included with item 30.

Item 23 - Report total [illegible] types of signs including [illegible] supports [illegible] roadway traffic [illegible]

Item 24 [illegible] for highway and bridge lighting [illegible] standard, wiring, switches, luminaires, [illegible]

Item 25 - Report by size number of linear feet of corrugated aluminum [illegible]

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

GPO 881-120

7997

May 18, 1977

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 7997 awarded to Ausland Construction, Inc. for work at the Manzanita Safety Rest Area on the Pacific Highway in Josephine County was completed on December 19, 1975 and accepted by the State Highway Engineer on May 16, 1977.

Final payment in the amount of $7,694.52 will be released to the contractor after May 23, 1977. The total contract amount is $561,045.02 including $6,762.61 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 12, 1977

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 7997, Work Completed December 19, 1975

Project Manzanita Safety Rest Area

Highway Pacific

Count(y)(~~ies~~) Josephine

Type of Work Expansion

Contractor Ausland Const., Inc.

Recommended Acceptance Date May 16, 1977

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:drh

cc: E. S. Hunter
~~W. J. Hart~~
R. W. Ellison
R. D. Church

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO
FOR

Info	Inves.	R.D.	D.R.	Sign	Act	File

APPROVED
STATE HIGHWAY ENGINEER
Date 5-17-77

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

7497

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)
Region 3 (Shirley)

INTERMEDIATE AND FINAL INSPECTION REPORT

5-3-77

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION Supplemental

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Josephine	Oregon

IN COMPANY WITH
Telephone discussion with Warren Richards, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-3-77	T. P. Lowe, Area Engr.	I-5-2(75)64

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

MANZANITA SAFETY REST AREA EXPANSION
PACIFIC HIGHWAY
Building & Landscaping

Scope of Inspection:

The disposition of Labor Compliance matters discussed in the original Final Inspection Report were discussed via telephone with Warren Richards.

Findings:

Labor Matters - I was advised the State now has documentation that the contractor paid his employees in accordance with the Labor Classification shown in the contract. Also, the proper overtime amounts have also been paid. Also, State assessed the contractor liquidated damages in the amount of $450.00 for overtime violations.

Contract Time - The contract required a calendar date completion of November 30, 1975. The work was substantially completed (except for the establishment period) on December 19, 1975. A time extension to December 19, 1975 was granted. No liquidated damages for time were charged.

Recommendation:

The project has been completed in substantial compliance with the contract provisions and therefore acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO
Kearey
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

7997

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1977

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-5-2(75)64

Contract 7997, Work Completed 12-19-75

Project Manzanita Safety Rest Area

Highway Pacific

Count(y)(ies) Josephine

Establishment Period Ended 4-21-77

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 3, 1977

D. K. Hansen
for G. L. Green
Division Administrator

NOTED
E. S. HIINTER

RDC:dpy

cc: E. S. Hunter
C. T. Keasey
R. D. Church
A. Shirley, Jr.

Form FHWA 121 (Rev. 3-73)

#7997

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 31, 1977

In reply refer to: 1041B.2

SUBJECT: FAP I-5-5(64)283
Baldock Safety Rest Area
Contract 8263

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

Cy Dallis
Rubien
4-4-77

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: C. T. KEASEY

Attached is a copy of a March 16, 1977, memorandum we received through our Regional office which includes the Department of Labor's opinion in the matter of wage rate disputes on the following contracts:

1. Hubbard Interchange-Woodburn Interchange
   Contract 8053, FAP No. I-5-2(61)274

2. Manzanita Safety Rest Area
   Contract 7997, FAP No. I-5-2(75)64

3. Baldock Safety Rest Area
   Contract 8263 , FAP No. I-5-5(64)283

Also attached are copies of the June 2 and 4, 1976, letters from FHWA referred to in the Labor Department's response.

The Labor Department says they do not feel it is appropriate for them to become involved in a wage dispute in which the State's wages are higher than the Federal rates. Labor's letter, however, supports our contention that the establishment period is a part of the contract (and as such should be paid the contract rates) and that the L & R Nursery and L & R Landscaping should be combined for overtime payment purposes under the Contract Work Hours and Safety Standards Act.

I would suggest that you inform the two landscaping firms concerned of the Labor Department's findings and again request that they reimburse their employees for the difference between the lower wages paid and the specified wage scale for the establishment period.

If your legal department has any further questions, please don't hesitate to ask.

G. L. Green

G. L. Green

cc: Region 10CM.3 w/o att.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: 16 MAR 1977

In reply refer to: HCC-50.3

SUBJECT: Oregon - Davis-Bacon Wage Rate Dispute

FROM: Acting Assistant Chief Counsel
for General Law

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
0-00 Portland, Oregon
ATTN: Mr. C.W. Duggan
0-CM.3 Emergency Preparedness Engineer

Attached is a letter of March 7, 1977, from the United States Department of Labor concerning a dispute over wage rates on the projects listed below:

Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Labor File No: ORE-76-94 and 95

While it is believed that Labor Department's letter resolves the issues raised in your memorandum of May 25, 1976, if questions remain we stand ready to assist you in handling them.

Charles B. Hollis

Attachment

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
Wage and Hour Division
WASHINGTON, D.C. 20210

MAR 7 1977

Mr. Norman S. MacPhee
General Law
Federal Highway Administration
U. S. Department of Transportation
Washington, D. C. 20591

Dear Mr. MacPhee:

Re: Schrader Construction Co., Inc. - Prime Contractor
Portland, Oregon
L & R Landscape, Inc. - Subcontractor
Salem, Oregon
Project No: I-5-5(64)283
Baldock Safety Rest Area

Landsystems, Inc. - Prime Contractor
Portland, Oregon
Project No: I-5-5(61)274
Hubbard Interchange

Ausland Construction, Inc. - Prime Contractor
Grants Pass, Oregon
L & R Nursery - Subcontractor

L & R Landscaping - Second-Tier Subcontractor
Salem, Oregon
L & R Nursery - Third-Tier Subcontractor
Project No: I-5-2(75)64
Manzanita Safety Rest Area
Our File No: ORE-76-94 and 95

This is in reference to your letters of June 2 and June 4, 1976, requesting a ruling in a dispute involving prevailing wage rates and overtime on the above-mentioned projects. We regret the delay in responding.

As we understand the facts, the contractors are disputing the requirement for the payment of prevailing wage rates on so callled "establishment" work and are contending that the wage rates contained in the contracts are not those that actually prevail for landscaping work in the area. While the contracts at issue contain both Federal and State rates, it is our understanding that the wage rates at issue are Oregon State prevailing wages rates rather than the Federal rates, since the State rates are higher than the Federal rates.

Inasmuch as the enforcement action in the case involves State rates rather than Federal rates, we do not feel that it would be appropriate for this matter to be appealed through the procedures set forth in Regulations 29 CFR, Parts 5 or 7. Any appeals regarding the issue of the appropriateness of the rates or whether "establishment" work is subject to prevailing wage rates would be a matter to be resolved through the appellate procedures of the State of Oregon.

However, (with respect to Federal law) we would like to offer you our opinion regarding the issues raised in your letter. Your report indicates that the contractors paid their employees properly during the period of time they were engaged in the original planting operations. The "establishment" work which is called for by the terms of the contract consists of weeding, spraying, and replanting where necessary. This work is performed during the summer season after the original plantings have been completed. In addition, it is the contractor's responsibility to care for the plants during the summer season and to replace any plants that do not survive the summer season. It is the contractors' position that the "establishment" work is not subject to the prevailing wage rates contained in the contract. We cannot agree with their position and concur with your opinion that such work is subject to the prevailing wage standards since this work is clearly called for by the terms and conditions of the contract.

With regard to the issue of whether the prevailing wage rates contained in the contract are those that actually prevail, as you realize under our Regulations, the contractors must protest the rates prior to bid opening; otherwise it is our position that the issue cannot be raised since it was not appealed in a timely manner.

While the relationship between L & R Nursery and L & R Landscaping is not completely clear in your report, it would appear that the two companies are really one in the same in that they are owned or controlled by the same management. If this is the case, the hours worked by the employees of both companies should be combined for the purposes of the Contract Work Hours and Safety Standards Act. Assuming that the State of Oregon does not have a statute with higher standards than those contained in CWHSSA, this issue would of course be appealable to the Department of Labor's Wage Appeals Board.

If you are unable to resolve the dispute concerning the payment of the State of Oregon prevailing wage rates on these projects because the State does not have an appellate board or for other reasons, we might suggest that you enforce the Federal prevailing wage rates rather than the State rates. Under such a circumstance, the matter then would be within the purview of Regulations 29 CFR Parts 5 and 7.

Sincerely,

Dorothy P. Come

for Ray J. Dolan
Assistant Administrator

Div Admin. Attn Brch. Chief 10-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

4 JUN 1976

IN REPLY REFER TO:
HCC-50.2

		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	Dist	
	Area	
✓	Dist	
✓	Area	

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

Subject: Oregon project I-5-5(61)274; Landsystems, Inc., contractor; labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The plant establishment work is subject to the contract minimum rate because it is part of the work called for by the construction contract;

2. While we realize that U.S. Department of Labor enforcement authority applies only to the minimum rate for laborers in the Federal wage decision ($7.37 hourly, including fringe benefits), the State highway agency and the Federal Highway Administration must, as a contract matter, enforce the higher State rate ($8.12 hourly, including fringe benefits) included as a contract specification;

3. The violations are too well established for us to see much justification for establishment of an escrow account for the alleged underpayments of $9,477.13.

The correspondence indicates that the contractor believes the matter to be appealable, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.

RECEIVED
JUN 10 1976
OREGON DIVISION

It would be appreciated if you would advise if your office supports us in the first observation. Your ruling, if supportive of our position, would allow the contractor some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm. Glen L. Green Salem, Oregon 10-41

Dir Adm. Hollis Green
Salem, Oregon
10-11
RCS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

2 JUN 1976

IN REPLY REFER TO:
HCC-50.2

Mr. Ray J. Dolan
Assistant Administrator
U.S. Department of Labor
Washington, D.C. 20210

Dear Mr. Dolan:

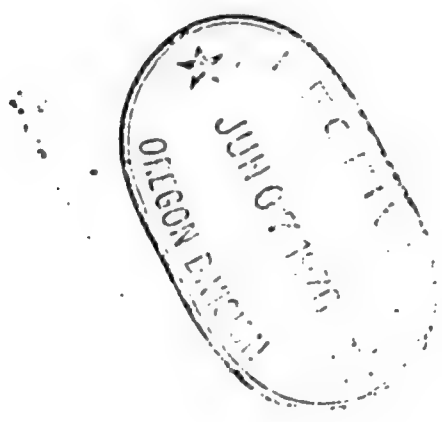
Subject: Oregon project I-5-2(75)64; Ausland Construction, Inc. contractor; L&R Nursery, subcontractor; L&R Landscaping (assjgnee of L&R Nursery), second-tier subcontractor; L&R Nursery, third-tier employment subcontractor to its assignee (for hours worked by assignee's employees which, if performed for assignee, would be overtime hours); labor standards

Enclosed is a complete copy of recent correspondence on the subject from our Portland, Oregon regional office. Our observations on the correspondence follow:

1. The contract hourly minimum rate to be enforced by the Federal Highway Administration and the Oregon State Highway Division is $7.37, including fringe benefits;

2. The "subcontracting" arrangements, while novel, do nothing to affect the daily or weekly wages due each employee for work on the project.

The correspondence indicates that the various parties contracting with Ausland Construction, Inc. to perform the project landscaping work believe that the matters at issue are subject to appeal, possibly pursuant to 29 C.F.R. 1.16, 5.12, and Part 7.



		Init
	Div Admin	
✓	Eng Coord	
	Ass't EC	
	Env Coord	
✓	Fin Mgr.	
	EEO Spec.	
	Auditor	
	Planning	
	Bridge	
	R/W Mgr.	
	Dist Engr.	
	Area Engr.	

Please advise if you support us in the second of the above observations. If supportive of our position, your ruling would allow the landscaping firms some basis for entering an appeal to the Wage Appeals Board.

NORMAN S. MACPHEE

Norman S. MacPhee
Deputy Assistant Chief Counsel
for General Law

Enclosure

cc:
RFHWA; Louis E. Lybecker; Portland, Oregon 10-00
Reg. Cnsl. R. B. Rutledge, Portland, Oregon 10-00
Div. Adm. Glen L. Green Salem, Oregon 10-41

7997

February 16, 1977

Mr. Carl E. Stein
1806 N.W. Sixth St.
Grants Pass, OR 97526

Dear Mr. Stein:

Reference is made to your letter of February 14 concerning your claim which was filed against Ausland Construction, Inc., Contract No. 7997, Manzanita Safety Rest Area in Josephine County.

Our records indicate that your claim was for delivery of granite in the amount of $264.00 and was filed with the Secretary of State on August 27, 1976, and assigned his File No. 5117.

This contract has not yet been accepted by the State.

We are forwarding a copy of your letter to Peerless Insurance Company, the surety which furnished the performance bond on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Phone (503) 479-8371

ROGUE VALLEY REAL ESTATE

1806 N. W. Sixth Street
Grants Pass, Oregon 97526

February 14, 1977

C. W. Head
Commissioner Services
State Highway Building
Salem, Oregon 97310

Dear Sir:

In regard to the Ausland Construction, Inc. Contract #7997, as of this date we still have not received payment for services performed for the Manzanita Safety Rest Area north of Grants Pass.

As we have stated before the prime contractor was Ausland Construction, Inc. and we have billed them several times before for the amount owed to us of $264.00.

We still have heard nothing about this matter and would appreciate any help you can give us.

Sincerely,

Carl E. Stein

CES/ba

P. S. - We first contacted you August 19, 1976 and felt it was time that we let you know what has happened at this end of the line. Thank you very much for any assistance you may be able to give us.

Phone (503) 479-8371

ROGUE VALLEY REAL ESTATE

1806 N. W. Sixth Street
Grants Pass, Oregon 97526

February 14, 1977

C. W. Head
Commissioner Services
State Highway Building
Salem, Oregon 97310

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Sincerely,

Carl E. Stein

CES/ba

P. S. - We first contacted you August 19, 1976 and felt it was time that we let you know what has happened at this end of the line. Thank you very much for any assistance you may be able to give us.

RECEIVED
COMMISSIONER
STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

7172 SIMIL 6011

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-87		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER 1	2 11 77	Project Number I-5-2(75)62

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16 , 19 74 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 631,079	$ 659,765
Federal funds	$ 532,296	$ 606,900
Other revisions		

This modification is made for the following reasons:

To increase construction engineering to 15%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February , 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Gray
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon February 10, 1977

Federal Aid Project
No. I-5-2(75)62

Manzanita Safety Rest Area

Pacific Hwy. In Josephine County

Revised Project Agreement Estimate.

Type Code Y021 & Y022
Rest Area (Sta. 962 00)

Subtotal on previous estimate of April 10, 1974	$573,709.00
Engineering	86,056.00
TOTAL	$659,765.00

Length of Project - - - - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - - - - -	$606,900.00
State Funds - - - - - - - - - - - - - - - - - -	52,865.00
TOTAL	$659,765.00

Group 1 - 100%
Contract No. 7997
Prefix: 617-1079

7997

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-30	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.	4-16-74	COUNTY
5		Josephine
		PROJECT NO.
		I-5-2(75)62

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Manzanita Safety Rest Area, approx. 3.0 miles N. of Grants Pass

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 631,079	$ 582,296

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Lundin

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. F. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer April 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. I-5-2(75)62

Oregon State Highway Division

MANZANITA SAFETY REST AREA

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Salem, Oregon, April 10, 1974

Project Agreement Estimate.

Type Code Y021			
Rest Area (Sta. 962+00)	All Required		$ 200.00
Mobilization	All Required		500.00
Temporary Protection and Direction of Traffic	80 sq.ft.	7.50	600.00
Temporary Signs	10 hour	10.00	100.00
Flagmen	All Required		1,600.00
Clearing and Grubbing	All Required		3,550.00
Removal of Structures and Obstructions	7,500 cu.yd.	4.00	30,000.00
Furnishing and Placing Topsoil	All Required		1,800.00
Retaining Wall	54 lin.ft.	6.00	324.00
12-inch Culvert Pipe	28 lin.ft.	8.00	224.00
18-inch Culvert Pipe	50 lin.ft.	11.00	550.00
12-inch Sewer Pipe	1 only	300.00	300.00
Concrete Inlets, Type G-1	5,500 sq.yd.	6.20	34,100.00
Concrete Walks	440 sq.yd.	9.00	3,960.00
Exposed Aggregate Concrete Walks	2,100 lin.ft.	2.00	4,200.00
Concrete Mowing Strip	1,050 lin.ft.	7.00	7,350.00
Concrete Curbs	2 only	2,200.00	4,400.00
Pedestrian Ramps			
Landscaping			
Furnishing and Planting Trees	80 only	27.00	2,160.00
Furnishing and Planting Shrubs	3,800 only	13.00	49,400.00
Bark Mulch	70 unit	28.00	1,960.00
Sod Lawn	All Required		51,000.00
Irrigation System	All Required		41,500.00
Well Housing No. 1	All Required		920.00
Well Housing No. 2	All Required		1,820.00
Well No. 1 Pumping Installation	All Required		2,800.00
Well No. 2 Pumping Installation	All Required		4,100.00
Control Room Hydraulic Equipment	All Required		7,400.00
Chlorination Installation	All Required		3,110.00
1-1/4-inch PVC Pipe (Class 160)	1,000 lin.ft.	0.72	720.00
1-1/2-inch PVC Pipe (Class 160)	700 lin.ft.	0.83	581.00
2-inch PVC Pipe (Class 160)	1,250 lin.ft.	0.93	1,162.50

2-inch PVC Pipe (Class 200)	300 lin.ft.	1.05	315.00
3-inch PVC Pipe (Class 160)	2,400 lin.ft.	2.20	5,280.00
3-inch PVC Pipe (Class 200)	200 lin.ft.	2.50	500.00
6-inch PVC Pipe (Class 160)	1,400 lin.ft.	4.95	6,930.00
Illumination			
Electrical Service System	All Required		22,000.00
Area Illumination Installation	All Required		81,000.00
			$378,416.50

Type Code Y022

Comfort and Convenience Facilities (Sta. 962+00)

Picnic Tables	20 only	800.00	$ 16,000.00
Sun Shelter with Table	3 only	1,400.00	4,200.00
Drinking Fountains	14 only	980.00	13,720.00
Litter Receptacles	36 only	160.00	5,760.00
Sand Urns	6 only	110.00	660.00
Sanitary Station Northbound	1 only	5,600.00	5,600.00
Sanitary Station Southbound	1 only	8,600.00	8,600.00
Type 8 Toilet Building	2 only	42,600.00	85,200.00
Information Shelter	2 only	4,300.00	8,600.00
Water Control Building	1 only	8,300.00	8,300.00
Extra Concrete	1 cu.yd.	120.00	120.00
Recessed Type Fire Hydrants	2 only	1,220.00	2,440.00
50,000-Gallon Redwood Reservoir	1 only	20,600.00	20,600.00
Reservoir Controller	1 only	1,600.00	1,600.00
Building Sewer Lines	130 lin.ft.	4.50	585.00
Sewer to S.B. Sanitary Station and Dosing Tank	525 lin.ft.	6.30	3,307.50
Recycled Water Lines, Complete	All Required		1,000.00
Dosing Tank Assemblies	2 only	3,000.00	6,000.00
			$192,292.50

Additional Items

Temporary Erosion Control	All Required		$ 400.00
On-the-Job Trainees (2 @ $800)	All Required		1,600.00
Special Site Work (EWO)	All Required		1,000.00
			$ 3,000.00
Subtotal			$573,709.00
Engineering			57,370.00
Total			$631,079.00

Length of Project - - - 0.00 mile

Federal Funds - - -

7997

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Manzanita Safety Rest Area (Expansion)	WEEK ENDING: November 27, 1976
HIGHWAY: Pacific	SECTION PREFIX: 617-1079
	COUNTY: Josephine
NAME OF JOB: Manzanita Safety Rest Area	KIND OF WORK: Expansion
CONTRACTOR: Ausland Construction, Inc.	CONTRACT NUMBER: 7997
	FEDERAL AID PROJECT NUMBER: I-5-2(75)64
DATE OF CONTRACT: April 15, 1974	DATE WORK STARTED: April 29, 1974
	ESTIMATED COMPLETION DATE: December 19, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: (604)
	WORK DAYS USED / CALENDAR DAYS USED: (623)
PROJECT AUTHORIZATION: $651,159.72	SPECIFIED COMPLETION DATE: November 30, 1975
	PERCENT OF TIME ELAPSED: (103.1%)
EXCLUSIVE OF ENGINEERING: $599,525.91	ENGINEERING AUTHORIZATION: $51,633.81
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $546,158.63	ENGINEERING COST TO DATE: $69,267.15
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 5.4 %	THIS WEEK: 113.94 / PERCENT OF AUTHORIZATION: 134.2 %
	DATE PROJECT WAS COMPLETED: December 19, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Foggy AM/Clear PM	0		
MONDAY 22	Foggy/Clear PM	0		
TUESDAY 23	Foggy	0		
WEDNESDAY 24	Foggy/Cloudy	0		
THURSDAY 25	Cloudy	0		
FRIDAY 26	Cloudy	0		
SATURDAY 27	Cloudy	0		

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No activity all week.
MONDAY 22	
TUESDAY 23	
WEDNESDAY 24	
THURSDAY 25	
FRIDAY 26	
SATURDAY 27	

REMARKS

STATUS: Project is complete and is under the establishment period.
Semi-Final Estimate submitted March 16, 1976
Second Notification sent December 19, 1975.

SIGNED Keith L. Martin LOCATION GRANTS PASS, OREGON
KEITH L. MARTIN, RLS. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7997

Files

5117

FILED
AUG 27 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

August 26, 1976

Mr. Carl E. Stein
Rogue Valley Real Estate
1806 N.W. Sixth Street
Grants Pass, OR 97526

NOTED ON CARD
8-30-76

Dear Mr. Stein:

This is in response to your claim letter of August 19, 1976, with attached billings, stating that you have an amount due you of $264 for deliveries of granite to the Manzanita Safety Rest Area north of Grants Pass.

This appears to be in connection with the Ausland Construction, Inc. Contract No. 7997, Manzanita Safety Rest Area in Josephine County.

The Peerless Insurance Company furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We will advise the surety and the principal contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing. This contract was completed on December 19, 1975, but has not yet been accepted by the State.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Peerless Insurance Company
c/o Rathbone, King & Seeley
1 SW Columbia
Portland, OR 97201

Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

bc: Keith Martin
Resident Engineer
P. O. Box 306
Grants Pass, OR 97526

Secretary of State
(Please acknowledge receipt of this attached claim on the enclosed copy of this letter.)

Phone (503) 479-8371

ROGUE VALLEY REAL ESTATE

1806 N. W. Sixth Street
Grants Pass, Oregon 97526

August 19, 1976

C. W. Head
Commissioner Services
State Highway Building
Salem, Oregon 97310

RE: Contract 7997

Dear Sir:

Enclosed herewith are copies of deliveries for granite delivered to the Manzanita Safety Rest Area Expansion job just north of Grants Pass. The prime contractor Was Ausland Const. Inc. The amount due is $264.00.

We have billed this many times, contacted Ausland Const., Inc. and so far have not received the amount due.

Will you please let us know how we can collect on this past due billing? Thank you very much for you assistance in this matter.

Sincerely,

Carl E. Stein

Carl E. Stein

CES/ns
Enc.
CC: Keith Martin
P. O. Box 306
Grants Pass, Oregon

RECEIVED
AUG 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Date May 21 19 25

Name Jean James Landscaping

Address (I-5 Rest Stop)

SOLD BY	CASH	C. O. D	CHARGE	ON ACCT	MDSE RETD	PAID OUT
CC				✓		

QUAN	DESCRIPTION	PRICE	AMOUNT
2	½ yd Ida grante	24%	48 00
	Jean M		
	Total		48 00

Customer's Order No. | Rec'd By

KEEP THIS SLIP FOR REFERENCE

SN 527 Rediform

Date May 21 19 25

Name Jean James Landscaping

Address (I-5 Rest Stop

Total 48 00

Customer's Order No. | Rec'd By

KEEP THIS SLIP FOR REFERENCE

SN 527 Redifprm

Total 48 00

Customer's Order No. | Rec'd By

KEEP THIS SLIP FOR REFERENCE

SN 527 Redifprm

Name Gene Jones Landscaping

Address Old Monzanita Rest stop

Date ____ 19__

SOLD BY	CASH	C. O. D.	CHARGE	ON ACCT.	MDSE. RTD.	PAID OUT
CC				✓		

AN.	DESCRIPTION	PRICE	AMOUNT
1			
2	4 yd lds granite	24.00	96 00
3			
4			
5			
6	Delivery Zone 1		
7			
8			
9			
10			
11	Total		96 00
12			

Customer's Order No. | Rec'd By

KEEP THIS SLIP FOR REFERENCE

Date May 21 19 75

Name Gene Jones Landscaping

Address I-5 Rest Stop

SOLD BY	CASH	C. O. D.	CHARGE	ON ACC.	MDSE. RTD.	PAID OUT
CC				✓		

QUAN.	DESCRIPTION	PRICE	AMOUNT
1			
2	2 yd lds granite	24.00	48 00
3			
4			
5			
6			
7	Blue Haze		
8			
9			
10			
11	Total		48 00
12			

Customer's Order No. | Rec'd By

KEEP THIS SLIP FOR REFERENCE

516-22

Date June 3 19 75

Name Gene Jones Landscaping

Address Old Monzanita Rest Stop

CC

2 yd lds granite 24.00

Adobe Gray Shake

KEEP THIS SLIP FOR REFERENCE

SN 527 Redifprm

RECEIVED
AUG 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7997

DEPARTMENT OF TRANSPORTATION

Keith L. Martin
Resident Engineer
Attention: Michael J. Anhorn

August 5, 1976

C. W. Head
Commission Services

Contract No. 7997
Manzanita Safety Rest Area
Pacific Highway
Josephine County

This is in reference to your letter of July 29 concerning nonpayment of bills on the Ausland Construction, Inc., Contract No. 7997, Manzanita Safety Rest Area in Josephine County.

If Carl Stein has still not received his money, you might advise him to submit a claim letter to this office giving the amount, for material or labor, job number and description. We will acknowledge the claim letter, file it with the Secretary of State and advise the surety which furnished the bond, and we will also notify the prime contractor.

Our records indicate that the Stanley Jones claim was filed with the Secretary of State on March 23, 1976, and was assigned his File No. 5063. The surety and Ausland Construction, Inc., were notified of this filing.

We are attaching for your information and if you wish to pass on to Mr. Jones, excerpts from Oregon Revised Statutes relating to public contracts, bonds, actions on bond. The action by claimant on contractor's bond is outlined under 279.536 on page 3 of the excerpts.

CWH:sr
Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5-7997

Michael J. Anhorn

MICHAEL J. ANHORN
Asst. Res. Engr.

Grants Pass, Oregon 97526
July 29, 1976

FOR:

FROM: KEITH L. MARTIN
Resident Engineer

TO: C.W. Head
Commission Services
State Highway Building
Salem, Oregon 97310

SUBJECT: NON PAYMENT OF BILLS
MANZANITA S.R.A. (EXPANSION)
Pacific Highway
Josephine County
Contract 7997

Forwarded for your consideration ar the following items of correspondence regarding non-payment of bills for the subject project:

1.) Letter from Carl E. Stein, Rogue Valley Real Estate, 1806 N.W. 6th Street, Grants Pass, Oregon 97526.

2.) Letter from Ausland Construction, prime contractor for the project, regarding Item #1.

NOTE: Mrs. Carl Stein, of Rogue Valley Real Estate was contacted on 7/27/76 and she indicated that they had not yet received the check noted in item #2.

3.) Second letter of complaint form Mrs Stanley Jones regarding payment from Brumbach Trucking. (Copy of original letters attached)

4.) Informational letter from Ausland Construction dated 7/12/74 in which they indicate Don Brumbach's pit on Lower River Road as a source for topsoil for the project.

MJA:MEL:ml

cc: file (2)

RECEIVED

OFFICE

TELEPHONE

AUSLAND CONSTRUCTION INC.

Contractors and Engineers

P. O. BOX 437
GRANTS PASS, OREGON 97526

July 20, 1976

Keith Martin, Resident Engineer
Oregon State Highway Division
P. O. Box 306
Grants Pass, Oregon 97526

Re: Manzanita Safety Rest Area Expansion
Contract #7997

Dear Mr. Martin:

We have, this date, sent a check made out to Gene James Landscape and Carl Stein to Gene James at Cottage Grove for his endoorsement, then he is to forward it to Carl Stein in Grants Pass.

Every time that Carl Stein's office called I told them that Gene James would not be paid in full until they received their payment.

Sincerely,

AUSLAND CONSTRUCTION, INC.

by C. Dooley

mt

cc Carl Stein
Gene James Landscape

RECEIVED
JUL 30 1976
COMMISSION SERVICE
DEPARTMENT OF TRANSPORTATION

OOS. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JUL 21 1976

Phone (503) 479-8371

1806 N. W. Sixth Street
Grants Pass, Oregon 97526

July 14, 1976

Mr. Keith Martin, Resident Engineer
Oregon State Highway Department
P. O. Box 306
Grants Pass, Oregon 97526

Dear Mr. Martin:

This letter is to notify your office of our numerous unsuccessful attempts to collect a billing for granite delivered by our firm to the Manzanita Rest Area ordered by Jean James Landscaping. The bill is in the amount of $264.00.

We have contacted Ausland Const. Co. about this billing several times to no avail.

Due to the length of time and no response from the billings we feel that we should do anything possible to collect the amount due. Thank you very much for your cooperation in this matter.

Sincerely,

Carl E. Stein

CES/ns

RECEIVED
JUL 16 1976

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Resident Engineer
Oregon State Highway Division
Grants Pass, Ore
Mr Keith L. Martin
Dear Sir
In regards to the sale
taken from the Stanley Jones
property at 2434 Lower Riverside
by the Lane Brumbaugh
Trucking & Excavating in
Connection with the Rowland
Construction, Inc. Contract No
7977. We have never had
any Word from them as yet
& it seems to me they have
had ample time to get the
case if it. So Please
please advise me what I
should do. Mr. Stanley Jones
Mrs Stanley Jones
2434 Lower Riverside G.P. Ore

RECEIVED
JUL 30 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE
120 NORTHWEST F STREET

TELEPHONE
476-7475
476-2313

AUSLAND CONSTRUCTION INC.

Contractors and Engineers

P. O. BOX 437
GRANTS PASS, OREGON 97526

June 7, 1974

Oregon State Highway Department
P. O. Box 306
Grants Pass, Oregon 97526

Attention: Keith Martin

Re: Manzanita Safety Rest Area Extension
Contract 7997

Dear Mr. Martin:

The specifications require that we give the State ten day notice prior to obtaining topsoil from a given pit. We do plan to use topsoil from Don Brumbach's pit on Lower River Road. Mr. Brumbach says that he is going to take the topsoil from eastside of his pit. This is the area where we looked at the topsoil with the State's Landscape Engineer on June 3,1974.

Sincerely,

AUSLAND CONSTRUCTION, INC.

John M. Ausland

JMA mt

RECEIVED
COMMISSION ... OREGON
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ENGINEER
RECEIVED
JUN 10 1974

7997

June 1, 1976

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

Our Construction Section has asked that I forward to you the attached copy of their letter of March 5, 1976, to Ausland Construction, Inc., concerning violations of contract labor provisions on Manzanita Safety Rest Area, Contract 7997 in Josephine County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr
Att.

bc Warren Richards

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Certified Mail
Return Receipt Requested

Mr. John M. Ausland
Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Re: Violations of Contract
Labor Provisions
Manzanita Safety Rest Area
Contract No. 7997

Dear Mr. Ausland:

L & R Landscape, Inc., a subcontractor on the subject project, has persisted in their refusal to pay the wage rates specified by the subject contract. I have therefore enclosed a list of the employees who were underpaid according to our records and the amounts owed them.

We had hoped that your subcontractor would reconsider and voluntarily comply with the wage requirements of the contract. As that possibility now appears unlikely, I suggest you consider what action you may wish to take to see that the problem is resolved. As you are aware, you are responsible for the fulfillment of contract requirements regardless of whether or not that portion of the work was assigned to a subcontractor. If neither you nor your subcontractor compensates the listed individuals for the amount of underpayment, the money will be deducted from the contract amount.

L & R Landscape, Inc. has also violated the overtime provisions of the contract. When this matter was brought to their attention, they claimed that a portion of their work had been sublet to a separate company. They submitted a subcontract to cover work performed by the other company, L & R Nursery, when informed that the contract specified no work could be sublet without consent of the Highway Division.

Please be advised that we are refusing to grant consent to the proposed sub-subcontract. The reasons for our refusal are:

(1) The proposed sub-subcontract does not appear to be a valid and binding agreement as there is no provision for compensation for the work to be assigned.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Certified Mail
Return Receipt Requested

Mr. John M. Ausland
Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Re: Violations of Contract
Labor Provisions
Manzanita Safety Rest Area
Contract No. 7997

Dear Mr. Ausland:

L & R Landscape, Inc., a subcontractor on the subject project, hás persisted in their refusal to pay the wage rates specified by the subject contract. I have therefore enclosed a list of the employees who were underpaid according to our records and the amounts owed them.

We had hoped that your subcontractor would reconsider and voluntarily comply with the wage requirements of the contract. As that possibility now appears unlikely, I suggest you consider what action you may wish to take to see that the problem is resolved. As you are aware, you are responsible for the fulfillment of contract requirements regardless of whether or not that portion of the work was assigned to a subcontractor. If neither you nor your subcontractor compensates the listed individuals for the amount of underpayment, the money will be deducted from the contract amount.

L & R Landscape, Inc. has also violated the overtime provisions of the contract. When this matter was brought to their attention, they claimed that a portion of their work had been sublet to a separate company. They submitted a subcontract to cover work performed by the other company, L & R Nursery, when informed that the contract specified no work could be sublet without consent of the Highway Division.

Please be advised that we are refusing to grant consent to the proposed sub-subcontract. The reasons for our refusal are:

(1) The proposed sub-subcontract does not appear to be a valid and binding agreement as there is no provision for compensation for the work to be assigned.

(2) The work to be assigned is not described so that it can be distinguished from that to be retained by L & R Landscape, Inc.

(3) While the subcontractor has claimed that these are separate and distinct companies, the proposed sub-subcontract was agreed to by the same individual representing both firms.

(4) The proposed agreement appears to be an attempt by your subcontractor to circumvent the labor requirements of this contract as well as the State and Federal laws relating to overtime compensation on federal-aid construction projects. The Highway Division cannot condone such an attempt.

It is my understanding from discussions with representatives of the U.S. Department of Labor that payment of overtime would be required even if the proposed sub-subcontract were approved. The overtime provisions cover all contract work performed in excess of eight hours a day or 40 hours per week. There could be a question about the overtime provisions if an individual were employed by two unrelated subcontractors on the same project. Where a contractual agreement exists, however, such as that between a prime and subcontractor, there is no doubt that the total hours worked for both firms would be considered when determining the overtime to be paid. Enclosed is a list of days when overtime violations occurred. Liquidated damages will be assessed at the rate of $10 per man per day when a violation occurred, for a total of $450.

As you are aware, L & R Landscape, Inc. has, either directly or through the United Landscape Contractor's Association, already contacted the Oregon Bureau of Labor and the U. S. Department of Labor regarding the prevailing wage rates for landscape labor employed on public work contracts. However, if you wish to appeal our interpretation, I suggest you submit a written protest stating the reasons why payment of the wages and overtime in question are not appropriate. The protest should be submitted to the resident engineer for the project but you may wish to send a copy directly to the Wage Appeals Board, U. S. Department of Labor.

Enclosed you will find several copies of Form FHWA-1140, Additional Classification and Wage Rate Report, should you wish to appeal based on classifications omitted in the wage determinations. Also enclosed are copies of two sheets from the Federal Highway Administration Labor Compliance Manual regarding establishing escrow funds. The Highway Division will consider accepting such a fund in lieu of cash provided that the fund is established as prescribed and is satisfactory to the Chief Counsel of the Federal Highway Administration.

The amount of money owed to the employees at this time due to underpayment of wages is $7,616.33, according to our calculations. This figure would increase if L & R Landscape, Inc. continues to pay less than the listed wage rates during the establishment period. The total amount to be withheld, including the $450 in liquidated damages payable

to the United States for overtime violations, is currently $8,066.33. You should also be aware that you, as well as your subcontractor, may possibly be held responsible for liquidated damages payable to the employee according to ORS 279.356. That statute provides that:

(1) " Any contractor or subcontractor or his surety who violates the provisions of ORS 279.350 shall be liable to the workmen affected in the amount of their unpaid minimum wages, including all fringe benefits under subsection (4) of ORS 279.348, and in an additional amount equal to said unpaid wages as liquidated damages.

(2) Actions to enforce liability to workmen under subsection (1) of this section may be brought as actions on contractors' bonds to enforce labor liens under ORS 279.502 to 279.544. (1959 c.627 Secs. 6, 7; 1969 c.369 Sec. 6) "

We are not withholding funds to cover these possible liquidated damages but are merely pointing out your possible liability.

I hope that you are aware of the gravity of the situation and will take action to see that the problem is resolved. I cannot speculate as to what action the U. S. Department of Labor might be considering but do wish to point out that fines and even debarment from bidding federal-aid projects can result when serious violations have occurred.

Very truly yours,

C. T. Keasey
Construction Engineer

By

Warren Richards
Labor Compliance Officer

WR:mk

Enc.

cc: L & R Landscape, Inc. (Certified Mail)
Alfred Shirley, Jr.
Keith Martin

bc: H. S. Coulter
Jack Sollis - 1 copy of unapproved sub-subcontract attached
FHWA - 3 copies of unapproved sub-subcontract attached
Oregon Bureau of Labor

1-5

FORM 8L-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 28, 1976

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Manzanita Safety Rest Area
(Expansion)
Josephine County
Contract No. 7997

TO: J. H. Versteeg
Road Design Engineer

Keith Martin's comment on exposed aggregate walks points out the necessity for a thorough review of a contractor's proposal before approving it.

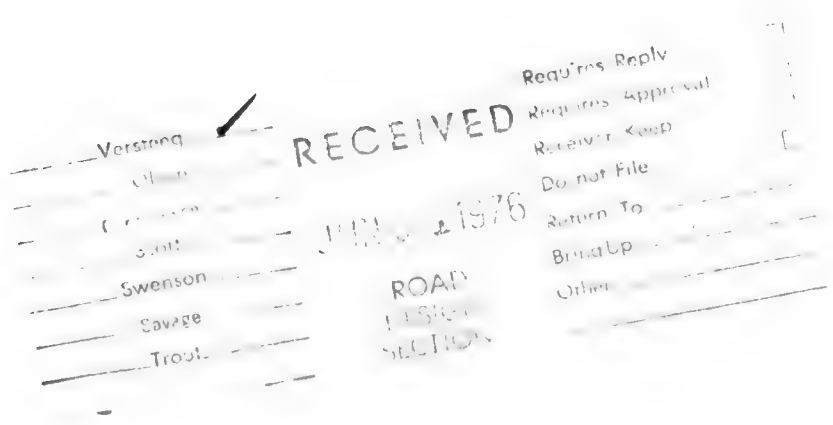
A review and field check of the plans in the field could have verified walk location and eliminated revisions to the irrigation system.

A cross check of landscape and bridge plans or any other related plans is necessary if price agreements are to be eliminated.

Many comments throughout the narrative point out the need for field evaluation of the plans prior to contract.

Mr. Martin's comment in regard to the drainfield on the northbound side indicates that only a portion of the drainfield was functioning. I am wondering if this is something maintenance could have detected and corrected earlier during the time it was used.

DOC:az
cc: W. J. Hart
T. Savage
K. Martin



7777

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 4, 1976

Tom Savage

FROM: Tom Savage, Merle Anderson, and Justin Vincent
Landscape Unit

TO: MEMO TO THE FILES

SUBJECT: Manzanita Safety Rest Area
Comments on Narrative Report

Page 2, Paragraph 3---The irrigation plan made reference to the Bridge drawing for the water supply line. Our plans show the schematic location of pipe lines, etc., not the exact location which has to be determined in the field at the time of construction. The contractor, inspector or resident engineer should have caught this prior to installation.

Paragraph 4---We do not believe any contractor could conceivably believe that he would be paid twice for the same item. We would have no way of determining this within a lump sum bid item.

Paragraph 5---A price agreement was the only practical method of taking care of this item.

Page 3, Paragraph 1---Short risers and pop-up shrub heads were desirous because of the looks of high risers. Pop-up heads near foot traffic helps deter vandalism.

Paragraph 2---The resident engineer was correct in at least one area in that this was an oversight. Any doubt would have been confirmed by a phone call. There should have been no hard feelings on the contractor's part as the Standard Specifications clearly states that he shall take no advantage of an apparent error or omission.

Paragraph 4 & 5---The Standard Specifications are fairly clear as to the proper procedure of solvent cementing plastic pipe. We can't agree with the resident engineer that between Tom Seltzer's course, our Specifications, the manufacturers directions and the contractor's proposed experience that they came up as short on knowledge as he states.

Generally, most landscaping problems were due to:

1. At least four designers had worked up plans for Manzanita at one time or the other. Each assumed at least parts of the previous work done to be correct.

2. Topography map sent in by the field was not accurate or detailed enouth for our planning purpose.

3. Preliminary plans were too finalized before the designer had actually seen the site. More emphasis should have been placed on initial site investigation.

Olson
3
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Requires Reply

If the designer had been given the time and opportunity to investigate the site in the field (such as using a plane table to locate important site features--trees, rock outcrops, changes in topog, etc.) he would have become familiar with the site and would have been aware of the site's potential. One week in the field could save 3 months in the office and many future headaches.

az
cc: J. H. Versteeg

[illegible] REST AREA (SEE ABOVE)
JOSEPHINE COUNTY, CONTRACT #7997

Bids for the subject project were received on March 25, 1974, with the contract awarded to Ausland Construction, Inc. on April 5, 1974.

Work began on April 24, 1974, with the clearing and grubbing of the designated areas. It was noted that while the plans called for spraying poison oak in the designated "clearing and grubbing" areas, these areas did not include the actual rest areas. As poison oak is a much more serious problem in the heavily traveled rest areas, Extra Work Order #2 was written to expand the spraying to include these areas. It was agreed that the contractor would spray four times (Spring and Fall of both years) during the course of the project. All snags and debris had been removed from the designated "clearing and grubbing" areas by May 20, 1974.

There were a few dead or dying trees within the actual rest areas, but again these areas were not included in the "clearing and grubbing" areas so that there were no provisions within the contract to remove them. This was accomplished under Extra Work Order #3.

The existing widened truck on-ramp on the northbound side was utilized for the Sanitation Station at my suggestion rather than construct a new widened area. (This also allowed the use of an existing 18 inch road undercrossing duct for pipe routing.) When the dosing tanks were incorporated into the Sanitation Stations (They were not included on the preliminary plans), it created a complication at this existing location as the outfall elevation for the dosing tank would be below the grade line elevation of the existing road undercrossing duct. To correct this condition, the dosing tank location was changed to locate the tank outside the pavement in a cut-bank, and the walls and manhole riser height were reduced. This allowed a proper gradient from the outfall through the duct to be maintained. Price Agreement #1 at "no cost" was written to document these modifications.

On May 21, 1974, work on the southbound toilet building was begun with the footing excavations.

On May 25, 1974, removal of existing structures and obstructions (asphalt walks, picnic tables, etc.) was begun.

On May 29, 1974, work on the water control building was begun.

On June 3, 1974, after contacting the County Extension Agent and Roy Olson, I approved Don Brumbach's topsoil source for use on the subject project. The landscape subcontractor generated several complaints to the effect that there was an abnormal amount of weeds germinating in the topsoil after it was place. (The topsoil was placed by the prime contractor.) I had the local Oregon State University extension agent inspect the job site to advise me on possible wee control measures. He stated that the topsoil was as weed free as can be obtained in this area and recommended that no weed control measures were necessary other than thorough tilling which is specified in the contract.

On or about June 12, 1974, the concrete walk subcontractor proposed that he be allowed to substitute a "rocky" mix and use a retardent in place of the specified method for exposed aggregate walks. After looking at

several examples of exposed aggregate walks by this method in the local area, I rejected the "rocky" mix concept as the results are too variable. I discussed the use of a surface retardent with Skip Spooner; and we determined,that if used by an experienced technician, it produces superior results and would be acceptable. The subcontractor in question was experienced, and I approved the use of the surface retardent. The results of the actual contract work were not exceptional, but I feel that this is due to the fact that the subcontractor objected to the specified hand seeding and was trying to prove his point. (He had argued on many occasions that hand seeding the aggregate as specified would give poor results.)

The landscape plans indicating the shrub bed sizes and walk locations were approximate only and were significantly in error at some locations. This necessitated field modification of some of the walks which resulted in changed bed sizes which in turn resulted in revisions to the irrigation systems in order to maintain adequate coverage.

Contract plan sheet #2 indicates that there are 14 drinking fountains. There are in fact only 10 drinking fountains indicated on the site plans. The contractor contended that he pro-rated the indicated piping over 14 drinking fountains. This then meant that when all indicated piping but only ten fountains were installed, he was not going to be paid for the piping which he had pro-rated under the four nonexistent fountains. Price Agreement #3 was written to compensate for this error.

There were several instances of direct conflict between the landscape plans and the Bridge drawings as to water piping. One of these conflicts was not caught in advance and the 3 inch irrigation line at the Southbound Sanitation Station was placed as shown on the landscape plans. This location is unacceptable as it left the pipe directly under the pavement surface with no access for repair. Extra Work Order #6 was written and used to relocate this line to approximate the position shown on Bridge drawing #29579.

The pay limits for Bid Items #39, #40-46 were not clearly specified (P.V.C. pipe at per linear foot price). It was verbally explained to me that only those lines indicated on drawing #28579 were to be paid for under these bid items. If the contractor had chosen to fight this determination, we would have had to pay twice for portions of the "Irrigation System" (lump sum). As it is, I have a strong suspicion that the contractor bid all lines shown on drawings #9 and #10 under the "Irrigation System" and received a windfall when we paid for the 3 inch PVC under bid item #44.

Color guard fittings were specified for all PVC glued joints on the contract. It was noted at the pre-job conference that these fittings were not being produced in the smaller sizes het. Price Agreement #11 was written to allow the substitution of standard fittings where needed.

In many cases the mowing strip separating lawn areas from shrub beds was located with no apparent regard for ground contours such as transversing a slope when a five to six foot move would have placed it at the toe of the slope. The above move if done in the field would have drastically changed the shrub quantities and required complete revision of the irrigation system to cover the revised shrub beds.

When the contractor planted shrubs, we experienced considerable difficulty with irrigation coverage. It significatly reduces the effective radius of a six inch high shrub head when it is surrounded by three feet high shrubs. This problem is further compounded when the two inch pop-up heads are specified. I strongly suggest a re-evaluation of these heads for use with tall shrubs.

Note #7 on plan sheet #10 calls for shrub heads (six inches high) to be located on the lawn side of mowing strips when adjacent to same. This can only be an oversight and was regarded as such. The contractor, even though he agreed with my opinion, raised several objections as locating them on the shrub side required two trenches. He eventually conceded but not without some hard feelings.

On June 19, 1974, the contractor began work on the irrigation and potable water supply systems.

On June 25, 1974, Tom Seltser conducted a job site course on the proper installation of the color-guard fittings for PVC pipe. He stated under questioning that the application of solvent could not be overdone (the irrigation subcontractor was applying the solvent very heavily), as it evaporates very rapidly. We later had at least one connection blow under working pressure due to softening of the pipe by solvent. Apparently, any reasonable application of solvent will not harm the pipe, but it can be overdone. The glue is very harmful if overdone as it is slow evaporating and will soften the pipe wall if allowed to stand in a puddle. (The problem occurs when excess glue is scraped off as the pipe and fittings are fitted and is allowed to puddle inside the pipe.)

As the State is utilizing PVC pipe for many installations, I feel that arrangements should be made to present Mr. Seltser's course on an organized basis to all employees. There were several points covered in his presentation which are very critical but are not covered by our specifications or by the manufacturer's instructions furnished with the material such as proper fit of dry components, excess glue, holding for cure, actual appearance of proper joint. The purpose behind the added cost of utilizing color-guard fittings is to facilitate visual inspection of the joint; but, without instruction, our inspectors don't know how to recognize a poor quality joint. (I state this from personal experience.)

Drawing #29592 indicates that the four inch asbestos-cement drain line for well housing #2 should "drain to daylight approximately 110 feet." This drain line was in fact over 200 feet long. Extra Work Order #7 was used to compensate the contractor for the additional length.

Drawing #29579 indicates the six inch line to the 50,000 gallon storage tank proceeding in a direct path. This would have required work in the natural area which we had gone to considerable trouble to prevent during the clearing and grubbing operation. In addition, the material in this area is decomposed granite which is very susceptible to erosion, and the last thing that we want to do is remove the ground cover in a straight channel up the slope. This line was relocated to the shoulder of the access road.

The Contract Special Provisions state that the existing 18 inch ducts under the ramps are 3½ to 6 feet deep. The ducts at the northbound truck off-ramp and the southbound car on-ramp are less than 2 feet deep. As this is less than the specified burial depth of the water and electrical lines that were being installed through them, it was necessary to step the subject lines as an extra.

Drawing #L-1016 indicates a dry well system for use with the drinking fountains. I strongly recommend that this system not even be offered as an option in areas where it is known that all previous attempts at drain field systems have failed.

I will take this space to express my disenchantment with two of the landscape items specified on this contract. First is the picnic tables which I feel are unnecessarily expensive and will be a constant, expensive headache for maintenance. I will admit that these tables and benches are very attractive when new, but that very attractiveness will tend to increase vandalism and theft. (Two of the tables on this contract have been damaged by vandals already.) In view of the expense of repair or replacement, these tables will place a heavy load on maintenance as compared with more conventional tables. In addition, over 25% of the tables and benches installed last winter on this project have split. (It is my personal opinion that Hemlock is the worst possible choice of material for this use.) Second are the exposed aggregate litter receptacles specified which are unnecessarily expensive, unwieldy, and difficult to replace. The inside line (a plastic trash can) is approximately six inches smaller than the shell to allow gripping its edges to remove. If garbage is dumped into this space, it will have to be removed by hand as the receptacle is too heavy to move (and is bolted down.)

On July 16, 1974, the contractor began work on the area illumination system.

On July 18, 1974, the State Plumbing Inspector, Charles D. Slater, informed us that the specified combined vent at the sanitation stations would not be allowed as it is a code violation to flat vent (too far between the dosing tank and the drain vent.) A separate vent was installed at both dosing tanks, but the contractor obtained permission to use a short modified vent (180° el and screened) which didn't require support.

On August 6, 1974, the first sections of concrete walks were poured.

On August 8, 1974, work was begun on the 50,000 gallon water tank.

On August 15, 1974, we excavated a test hole at the site of the northbound new toilet building and encountered fairly dry river run rock (2 feet.) This site was located directly on the existing drain field for the old toilet building. As this drain field had just recently been deactivated, a section titled "Special Site Work" had been incorporated into the Special Provisions to require removal of the material in this area under extra work. Our exploration indicated that this work was not required as this portion of the drain field had apparently been inactive. (The first line of tile was the only one which indicated usage as the remainder of the field was and had been dry for some time.)

On November 21, 1974, it was noted that the toilet plumbing locations do not match the compartment spacing which causes the toilets to be off-center in the compartments. Drain offsets were added in the worst cases to reposition the toilets. (Price Agreement #9)

On November 25, 1974, the southbound rest area illumination was activated.

On December 19, 1974, the northbound rest area illumination was activated.

On April 1, 1975, the first splits (mentioned earlier) in the picnic tables and benches were noted.

Olympic #712 stain was specified for the redwood header boards and several other redwood items. This stain color is almost black and is not a good choice in my opinion.

The header boards have at several locations split at about mid-depth on the ends and curled up. This creates a tripping hazard. In addition, these boards leave a slight gap as the concrete shrinks which has filled with soil and is sprouting a nice crop of grass. I suggest that the use of these be re-evaluated.

On April 22, 1975, the contractor began placing topsoil. Due to existence of acceptable topsoil in the original ground, the specified six inch minimum of new top soil was reduced in some areas at the direction of the resident engineer.

I have been unable to find anything in the contract plan Special Provisions or in the Standard Specifications which requires the removal or tilling of original ground sod cover prior to placing new topsoil for a sod lawn installation. I believe that this is a step which is normally taken by landscape contractors, but on this project the prime contractor placed the topsoil himself and refused to do this as it was not specified. In this instance, the existing sod was very thin so I dropped the issue. I feel, however, that we would be well advised to add a requirement for this work to our specifications.

On July 28, 1975, the contractor began placing soil conditioner.

On September 15, 1975, the contractor began installation of sod lawn with the southbound side accepted on October 8, 1975, and the northbound side accepted on October 13, 1975.

Extra Work Order #1 was written when significant erosion occurred in the trench line to the redwood water tank. This erosion control and the addition of a concrete curb around a shrub bed took place after the specified completion date of November 30, 1975. The day count was topped December 19, 1975, when the extra work was complete. The contractor has been assessed $2,850 liquidated damages.

A time extension request has been submitted for the 19 days spent on extra work after the completion date of the contract. I can see no reason that this request will not be approved.

During the period in which extra work was being completed after the specified date, two sets of picnic tables and benches were stolen. Extra Work Order No. 10 was completed to replace the stolen picnic units and tack weld the lag bolts on all remaining tables and benches.

During the course of the project, the plumbing sub-contractor and the irrigation sub-contractor declared bankruptcy. This made the coordination and inspection more difficult than a normal project.

L & R Landscape, the landscaping sub-contractor, placed laborers on L & R Nursery payrolls for work over eight hours and continued to pay the personnel at straight time rates. They also had their workers in a landscape worker's union which had a wage rate less than that specified in the Special Provisions. L & R Landscape paid their employees at the lower rate of the landscape worker's union and attempted to get this designated as the prevailing wage rate. We have withheld $12,000 from the estimate above and beyond normal retainage to insure payment of his employees if he is required to pay the prevailing wage rate included in the Special Provisions. At this time two of the workers involved have told me they intend to make a formal complaint to the State Bureau of Labor.

Keith L. Martin
Resident Engineer

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7997

1-5

Salem, Oregon
April 26, 1976

Thomas L. Savage
Landscape Engineer

Alfred Shirley, Jr.
Region 3 Engineer

George Thornton
District 8 Engineer

T.I.C.O. Center
Manzanita Safety Rest Area

On April 21, 1976, Merle Anderson and I reviewed the proposed location of the T.I.C.O. building at the Manzanita Safety Rest Area.

The current proposed location is on the southbound unit, north side of the new toilet building. After reviewing the proposed plan on the site we feel a better location would be to the south of the new building. The position to the south of the new building would be in better balance with the existing toilet buildings and more accessible and visible to the public.

The Landscape Unit will submit a new location plan for review and approval as soon as possible.

TLS:jh
cc: Scott Coulter
Walt Hart
Jack Sollis

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 29, 1976

U. S. Department of Labor
Federal Office Building
Seattle, WA

Re: Wage Classifications

Attn: Mr. Edward Woodruff

Dear Mr. Woodruff:

Enclosed are requests for additional classifications for landscape work performed on two federal-aid projects. The requests are from L & R Landscape, Inc. who has submitted a copy of a labor agreement between Associated Landscape Contractors and United Landscape-Irrigation Employees of Oregon. Also attached is a rough draft job description for the Landscape Technician skilled classification.

An attorney representing L & R Landscape, Inc. telephoned me on March 19, 1976 to say that he was expecting the Oregon Bureau of Labor to recognize the new classifications within the next few weeks and requested that we delay enforcement action until that time. You may wish to contact Bud Gardner of the Oregon Bureau of Labor for their recommendation. Based on latest information that I have received from the Bureau of Labor and the U. S. Department of Labor, I recommend that the new classifications be denied for the current contracts.

I feel that the work to be performed is the same as that covered by the Group I Laborers (Landscaping or planting laborers) rate. The project was competitively bid supposedly on the wage rates listed in the contract special provisions. Any savings due to possible wage rate revisions should therefore be returned to the state and federal government.

Mr. Lewis of L & R Landscape, Inc. has stated that he made his bid based on Landscape Technician rates according to the enclosed labor agreement. He feels that approval of the new wage rates would therefore not result in any savings to him.

Form 81-734-3123

Copies of March 2, 1976 labor compliance reports for the two projects are attached. Also attached is a copy of my March 8, 1976 letter to the prime contractor for one of the projects.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. Glenn
Federal Liaison Engr.

for Warren Richards
Labor Compliance Officer

WR:mk

Attach.

bc: H. S. Coulter/att.
FHWA/Att.
Mary Deits/att.
C. O. Fredrickson
Alfred Shirley, Jr.

7997

Files

5063

FILED
MAR 23 1976
CLAY MYERS
SECRETARY OF STATE

NOTED 0
7-16-76

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 22, 1976

Mr. Stanley Jones
2434 Lower River Road
Grants Pass, OR 97526

RECEIVED
MAR 23 1976
CLAY MYERS
SECRETARY OF STATE

Dear Mr. Jones:

This is in reply to your claim letter of March 19, 1976, addressed to Mr. Keith Martin, Resident State Highway Engineer, Grants Pass, advising that Don Brumbach Trucking & Excavating owes you for 3,600 yards of top soil at 50¢ per yard.

From the description given in your letter, this appears to be in connection with Ausland Construction, Inc., Contract No. 7997, Manzanita Safety Rest Area Section of the Pacific Highway in Josephine County.

The Peerless Insurance Company furnished the bond on this contract which is given to assure completion of this contract and payment of all bills. This contract was completed on December 19, 1975, but has not yet been accepted by the State.

We will advise the surety and prime contractor of the receipt of your claim and we will also forward it to the Secretary of State for filing. Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Ausland Construction, Inc.
PO Box 437
Grants Pass, OR 97526

Peerless Insurance Company
c/o Rathbone, King & Seeley
310 SW 4th Street
Portland, OR 97204

bc: Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

2434 Lower River Road
Grants Pass, Oregon 97526

March 19, 1976

Mr. Keith L. Martin
Resident Engineer
Oregon State Highway Division
P. O. Box 306
Grants Pass, Oregon 97526

Re: Manzanita Safety Rest Area (Expansion)
Pacific Highway
Josephine County
Contract No. 7997

Dear Mr. Martin:

This letter is a confirmation of what I told you verbally.

Over a period of several months last summer, Mr. Don Brumbach of Don Brumbach Trucking & Excavating, 3298 Lower River Road, Grants Pass, Oregon, took 3600 yards of top soil from my property at 2434 Lower River Road. It was my understanding that this soil was to be used for the Manzanita Safety Rest Area Expansion.

Mr. Brumbach was to pay me 50¢ per yard for this soil. To date I have received nothing.

I now understand that you will forward a copy of this letter to the bonding company and the bond will not be released until the matter is settled.

Thank you for your efforts in my behalf.

Sincerely yours,

Stanley Jones

Stanley Jones

cc: Mr. Mike Ausland,
Ausland Construction

RECEIVED
MAR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7497

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1976

Certified Mail
Return Receipt Requested

Mr. John M. Ausland
Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Re: Violations of Contract
Labor Provisions
Manzanita Safety Rest Area
Contract No. 7997

Dear Mr. Ausland:

L & R Landscape, Inc., a subcontractor on the subject project, has persisted in their refusal to pay the wage rates specified by the subject contract. I have therefore enclosed a list of the employees who were underpaid according to our records and the amounts owed them.

We had hoped that your subcontractor would reconsider and voluntarily comply with the wage requirements of the contract. As that possibility now appears unlikely, I suggest you consider what action you may wish to take to see that the problem is resolved. As you are aware, you are responsible for the fulfillment of contract requirements regardless of whether or not that portion of the work was assigned to a subcontractor. If neither you nor your subcontractor compensates the listed individuals for the amount of underpayment, the money will be deducted from the contract amount.

L & R Landscape, Inc. has also violated the overtime provisions of the contract. When this matter was brought to their attention, they claimed that a portion of their work had been sublet to a separate company. They submitted a subcontract to cover work performed by the other company, L & R Nursery, when informed that the contract specified no work could be sublet without consent of the Highway Division.

Please be advised that we are refusing to grant consent to the proposed sub-subcontract. The reasons for our refusal are:

(1) The proposed sub-subcontract does not appear to be a valid and binding agreement as there is no provision for compensation for the work to be assigned.

Sent copy to Surety
5/17/76 cnt

(2) The work to be assigned is not described so that it can be distinguished from that to be retained by L & R Landscape, Inc.

(3) While the subcontractor has claimed that these are separate and distinct companies, the proposed sub-subcontract was agreed to by the same individual representing both firms.

(4) The proposed agreement appears to be an attempt by your subcontractor to circumvent the labor requirements of this contract as well as the State and Federal laws relating to overtime compensation on federal-aid construction projects. The Highway Division cannot condone such an attempt.

It is my understanding from discussions with representatives of the U.S. Department of Labor that payment of overtime would be required even if the proposed sub-subcontract were approved. The overtime provisions cover all contract work performed in excess of eight hours a day or 40 hours per week. There could be a question about the overtime provisions if an individual were employed by two unrelated subcontractors on the same project. Where a contractual agreement exists, however, such as that between a prime and subcontractor, there is no doubt that the total hours worked for both firms would be considered when determining the overtime to be paid. Enclosed is a list of days when overtime violations occurred. Liquidated damages will be assessed at the rate of $10 per man per day when a violation occurred, for a total of $450.

As you are aware, L & R Landscape, Inc. has, either directly or through the United Landscape Contractor's Association, already contacted the Oregon Bureau of Labor and the U. S. Department of Labor regarding the prevailing wage rates for landscape labor employed on public work contracts. However, if you wish to appeal our interpretation, I suggest you submit a written protest stating the reasons why payment of the wages and overtime in question are not appropriate. The protest should be submitted to the resident engineer for the project but you may wish to send a copy directly to the Wage Appeals Board, U. S. Department of Labor.

Enclosed you will find several copies of Form FHWA-1140, Additional Classification and Wage Rate Report, should you wish to appeal based on classifications omitted in the wage determinations. Also enclosed are copies of two sheets from the Federal Highway Administration Labor Compliance Manual regarding establishing escrow funds. The Highway D[illegible]ion will consider accepting such a fund in lieu of cash provided that the fund is [illegible]shed as prescribed and is satisfactory to the Chief Counsel of the Federal Highway Administration.

The amount of money owed to the employees at this time due to underpayment of wages is $7,616.33, according to our calculations. This figure would increase if L & R Landscape, Inc. continues to pay less than the listed wage rates during the establishment period. The total amount to be withheld, including the $450 in liquidated damages payable

to the United States for overtime violations, is currently $8,066.33. You should also be aware that you, as well as your subcontractor, may possibly be held responsible for liquidated damages payable to the employee according to ORS 279.356. That statute provides that:

(1) " Any contractor or subcontractor or his surety who violates the provisions of ORS 279.350 shall be liable to the workmen affected in the amount of their unpaid minimum wages, including all fringe benefits under subsection (4) of ORS 279.348, and in an additional amount equal to said unpaid wages as liquidated damages.

(2) Actions to enforce liability to workmen under subsection (1) of this section may be brought as actions on contractors' bonds to enforce labor liens under ORS 279.502 to 279.544. (1959 c.627 Secs. 6, 7; 1969 c.369 Sec. 6) "

We are not withholding funds to cover these possible liquidated damages but are merely pointing out your possible liability.

I hope that you are aware of the gravity of the situation and will take action to see that the problem is resolved. I cannot speculate as to what action the U. S. Department of Labor might be considering but do wish to point out that fines and even debarment from bidding federal-aid projects can result when serious violations have occurred.

Very truly yours,

C. T. Keasey
Construction Engineer

By ORIG. SIGNED BY
WARREN RICHARDS

Warren Richards
Labor Compliance Officer

WR:mk

Enc.

cc: L & R Landscape, Inc. (Certified Mail)
Alfred Shirley, Jr.
Keith Martin

bc: H. S. Coulter
Jack Sollis - 1 copy of unapproved sub-subcontract attached
FHWA - 3 copies of unapproved sub-subcontract attached
Oregon Bureau of Labor

UNDERPAYMENT OF SPECIFIED WAGES

Manzanita Safety Rest Area
Contract No. 7997
FAP No. I-5-2(75)64

EMPLOYEE	AMOUNT DUE AS OF 10/18/75
Edwin M. Anthony 1350 R.R. Hwy. Grants Pass, OR 97526 542-64-6701	$1,580.15
Edmundo Armenta 1714 23rd Ave. Forest Gorve, OR 97117 550-80-6564	$ 292.51
A. Anthony Bissonette 1901 N.W. Washington Blvd. Grants Pass, OR 97526 542-72-3356	$ 864.13
Kenneth Haller 7852 5th Street Turner, OR 97392 573-72-3970	$ 423.18
Dennis Holte 795 Madrona, S. Salem, OR 97302 569-80-5298	$ 505.19
Richard J. Koster 2151 Winter St., S.E. Salem, OR 97302 540-66-4432	$ 393.09
Mitch Monders 2292 65th Ave., S.E. Salem, OR 97303 542-70-4052	$ 668.15
Kelly Rackett 5417 Redwood Ave. Grants Pass, OR 97526 559-90-0703	$ 388.65
Farris Rothauge 31776 Raisor Rd. Cottage Grove, OR 97424	$ 983.16
Terrance L. Varner 2103 Foots Crk. Rd. Gold Hill, OR 565-48-8388	$1,518.12
TOTAL	$7,616.33

OVERTIME VIOLATIONS

Manzanita Safety Rest Area
Contract 7997
FAP No. I-5-2(75)64

DATE	EMPLOYEE	LIQUIDATED DAMAGES
August 19, 1975	Anthony Bissonette	$10
August 20, 1975	Farris Rothauge	$10
August 21, 1975	Edwin M. Anthony Anthony Bissonette Farris Rothauge	$30
August 22, 1975	Edwin M. Anthony Anthony Bissonette Farris Rothauge	$30
August 25, 1975	Farris Rothauge	$10
August 26, 1975	Farris Rothauge	$10
August 27, 1975	Edwin Anthony Farris Rothauge Terrance Varner	$30
August 28, 1975	Edwin Anthony Farris Rothauge Terrance Varner	$30
August 29, 1975	Terrance Varner	$10
September 2, 1975	Edwin Anthony	$10
September 3, 1975	Edwin Anthony Anthony Bissonette Farris Rothauge Terrance Varner	$40
September 4, 1975	Farris Rothauge Terrance Varner	$20
September 5, 1975	Farris Rothauge Terrance Varner	$20
September 8, 1975	Edwin Anthony	$10

DATE	EMPLOYEE	LIQUIDATED DAMAGES
September 9, 1975	Edwin Anthony Mitch Monders Farris Rothauge Terrance Varner	$40
September 10, 1975	Mitch Monders Farris Rothauge	$20
September 11, 1975	Edwin Anthony Mitch Monders Farris Rothauge Terrance Varner	$40
September 12, 1975	Edwin Anthony Farris Rothauge	$20
September 13, 1975	Farris Rothauge	$10
September 16, 1975	Edwin Anthony Farris Rothauge Terrance Varner	$30
September 17, 1975	Edwin Anthony	$10
September 20, 1975	Edwin Anthony	$10
	TOTAL	$450

420-3.3 Continued

within 60 days after such final order, file a claim in the Court of Claims; provided, however, that final orders of the Federal Highway Administrator or the Secretary of Labor, as the case may be, shall be conclusive with respect to findings of fact if such findings are supported by substantial evidence.

420-3.4 Final Payments: If a contractor or subcontractor appeals the withholding of liquidated damages, the final settlement voucher closing out the project may not be processed until final action with respect to the appeal has been taken by either the Federal Highway Administrator or the Secretary of Labor. This is not intended to preclude appropriate final settlement of the project account with regard to payments which are not affected by the labor violations involved in the appeal. Payments for such other items may be made provided sums adequate to reimburse the affected employees their unpaid wages, plus the necessary liquidated damages are retained. Upon issuance of the final order of the Federal Highway Administrator, or the Secretary of Labor, as appropriate, final settlement vouchers, if otherwise appropriate, may thereafter be processed with the withholdings for the labor violations adjusted in conformity with said final order, notwithstanding the fact that the contractor thereafter appeals the final order to the Court of Claims.

420-3.5 Escrow Funds: It is recognized that the contractor's effective right of appeal may be compromised by the interim enforcement of a contracting officer's decision relative to a violation pending the outcome of an appeal. Therefore, provided funds adequate to cover unpaid wages and liquidated damages computed to the date of the contracting officer's ruling are withheld as prescribed in section 422-3 below, in circumstances where the contractor's or subcontractor's good faith dispute of the ruling is established, the contractor may thereafter be permitted to continue the disputed wage practice provided:

420-3.5 Continued

(a) An escrow fund determined to be legally satisfactory by the Chief Counsel, or his authorized representative, is established;

(b) From and after said date of the contracting officer's ruling, sums sufficient to compensate the affected employees for the differences in wages owing them in the event the appeal is unsuccessful, are paid into the escrow fund;

(c) The names and addresses of the affected employees entitled to the proceeds of the fund and the amount due each employee are carefully identified and recorded in the escrow fund records;

(d) A monthly statement of the account is filed with the regional office for transmission to the Chief Counsel, or his authorized representative; and

(e) That upon issuance of a final ruling of the Court of Claims or expiration of the statutory period for appeal from an adverse order by the Federal Highway Administrator or the Secretary of Labor, the trustee of the escrow fund shall be required as a condition of the trust to make disbursement to the affected employees and to pay the remaining amounts to the regional administrator, for the credit of the United States.

420-4 Petition for Review of Wage Determinations: Any interested person who is seeking a modification or other change in a wage determination of the Solicitor of Labor under the Davis Bacon Act or its related act, and who has requested the Solicitor to make such a modification or other change, may file a

7997

OREGON STATE HIGHWAY DIVISION

RECEIVED
MAR 2 1976
CONSTRUCTION SECTION

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B KLABOE
Administrator and
State Highway Engineer

March 1, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Warren Richards
Labor Compliance Officer

ATTN: Glen Hossner

SUBJ: Alleged Davis-Bacon Violations
U. S. Dept. of Labor Inquiry

To assist you in responding to the Labor Department's February 6, 1976 inquiry, I have attached labor compliance reports for the following projects:

* Hubbard Intch. - Woodburn Intch.
Contract 8053, FAP No. I-5-5(61)274

* Manzanita Safety Rest Area
Contract 7997, FAP No. I-5-2(75)64

Baldock Safety Rest Area
Contract 8263, FAP No. I-5-5(64)283

Copies of the reports and this transmittal are being furnished to the Oregon Bureau of Labor as they have requested that they be informed of possible labor violations occuring on our projects.

WR:mk

Attach.

cc: Bud Gardner
Wage and Hour Division
Oregon Bureau of Labor

* The assistance of the FHWA and the U.S. Department of Labor in the resolution of the apparent labor violations would be appreciated.

RECEIVED
NOTED
H.S.COULTER MAR 4 1976
Office of
Assistant State Highway Engineer

Form 81 734 3122

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR REGIONAL OFFICE

Room 4097 Federal Office Building | 909 First Avenue | Seattle, Washington 98174
Area Code 206, [illegible]

Date: February 6, 1976

Reply to Attn of: LEG/EEW/gkm

Subject: Oregon State Highway Division

Routing: 1 Keasey 2 Bond ___ Jackmond ___ Harwood ___ Johnsen ___ Walker ___ Richards ___ Glenn ___ Berg ___

RECEIVED FEB 19 1976 CONSTRUCTION SECTION

Hand carried by FHWA. They want our response by Mar. 6, 1976. WR

To: Federal Highway Administration
Mohawk Building
222 S.W. Morrison
Portland, OR 97204

Our agency recently received a complaint alleging Davis-Bacon and Related Acts (DBRA) violations on the following projects.

Hubbard Interchange - Woodburn Interchange
Roadside Improvements, Contract No. 8053
Pacific Highway

Manzanita Safety Rest Area
(north of Grants Pass on I-5)

Baldock Safety Rest Area
(on I-5 south of Canby Exit)

In view of the fact that your agency has primary enforcement responsibility as provided in Reorganization Plan Number 14 (copy enclosed), we hereby request (pursuant to Part II, Section 1(b) of the enclosed Investigation and Enforcement Manual) that you conduct a DBRA investigation of these matters. Also, as provided in 29 CFR Part 5.7(a) (copy enclosed), we request a written report of findings upon conclusion of the investigation.

The complaint states that the contractors refused to pay the predetermined minimum wage rates on these federally funded projects as required by the Davis-Bacon Act. The complaint on the Hubbard Interchange project is against Landsystems Inc., P. O. Box 25376, Portland, Oregon 97225.

On the Manzanita Safety Rest Area and the Baldock Safety Rest Area projects the complaint is against L & R Landscape Inc., 4520 MacLeay Road SE, Salem, Oregon 97392. Since it is our policy to treat all complaints as confidential, we are not able to identify the source of our information. We have, however, written the complainants advising them of our action and requested that they contact your agency.

For your guidance, we suggest reviewing the requirements that complaints and employee interviews are to be treated confidentially (Part I, Section 3(c)1; Part II, Section 8(a) of the Investigation Manual; and Part 5.6(a)3 of the Labor Standards Regulations.

Please advise this office of your progress on this case by March 8, 1976.

Edward E. Woodruff for

Loren E. Gilbert
Assistant Regional Administrator
for Wage Hour

Enclosures

LABOR COMPLIANCE REPORT

March 2, 1976

Project:	Manzanita Safety Rest Area	Contract 7997
Contractor:	Ausland Construction, Inc. 130 N.W. "F" St. P. O. Box 437 Grants Pass, OR 97526	FAP No. I-5-2(75)64
Subcontractor:	L & R Landscape, Inc. 4520 Macleay Rd. S.E. Salem, OR 97301	

This report covers violations of prevailing wage rates listed in the contract special provisions and overtime provision violations by L & R Landscape, Inc., a subcontractor on the project. The contract involves the expansion of a safety rest area located just north of Grants Pass, OR on Interstate 5.

Payment of wages at a rate lower than specified by the contract was first learned on August 22, 1975 in a conversation with one of the subcontractor's employees. Employee interviews were conducted and complaints were subsequently registered by three employees: A. Anthony Bissonette; Edwin M. Anthony; and Terrance Varner.

Payrolls submitted by the subcontractor indicate hourly wage rates varying from $3.00 to $4.25. The prevailing wage rate for "Landscape Laborers" is $7.37 per hour including fringe benefits as listed in the contract special provisions. There are actually two prevailing wage rates listed in the contract, one furnished by the Oregon Bureau of Labor at $7.37 and another published by the U. S. Department of Labor at $6.82. A contract provision for this federal-aid project specifies that the higher of any conflicting prevailing wage rates shall apply.

The project resident engineer's office then noticed that the contractor's payrolls did not show all of the overtime being performed on the project. When questioned on this, the subcontractor claimed that the workmen were employed by L & R Nursery after the first eight hour period. The subcontractor claimed L & R Nursery was a separate company sub-subcontracting a portion of the work. Actually, the original subcontract was to L & R Nursery but the work was assigned to L & R Landscaping by a July 1, 1974 letter from George C. Lewis, Jr. to the prime contractor, Ausland Construction, Inc. The letter stated L & R would perform the work "with essentially the same management and personnel, but under new ownership".

Landscape, Inc

The Highway Division pointed out to the contractor that he could not sublet work on the project without our permission. The subcontractor thereupon submitted a sub-subcontractor for L & R Nursery which we have not approved. It is my understanding that even if the sub-subcontract were approved the overtime provisions would apply as there would be a contractual relationship between the two employers for work performed on the same contract.

The subcontractor claims that an agreement between the Associated Landscape Contractors and the United Landscape - Irrigation Employees of Oregon establishes the prevailing wage rate. The Highway Division has responded that the prevailing rates for the project are those listed in the contract special provisions and were obtained from the Oregon Bureau of Labor and the U. S. Department of Labor who have the responsibility for determining the prevailing wage rate. The subcontractor was advised that if the prevailing rate was revised to agree with the above mentioned agreement it would not affect work already competitively bid.

Mr. Lewis has informed us that he has been in contact with both the Oregon Bureau of Labor and the U. S. Department of Labor in an attempt to have the prevailing wage rates revised. He has also mentioned that he classifies the employees as "Landscape Technicians" rather than "Laborers". When pressed on this point, he agreed that the employees were performing the same work that was performed by "Laborers" prior to the coining of the new name. I told him that the wage rates were based on the work performed rather than the title given to the employee by his employer and therefore the "Laborers" rate would apply. The subcontractor may have claimed an omission in the wage rates for "Landscape Technicians" with either the Oregon Bureau of Labor or the U. S. Department of Labor but has not done so with the Highway Division.

The underpayment of wages has been calculated to be $7,616.33 and the Highway Division is currently holding $32,010.13 including $5,126.30 to cover payment for establishment work not yet performed. The State "Little Davis-Bacon Act" provides that the employer is "liable" to the employee for liquidated damages equal to the underpayment of wages and in addition thereto. The Oregon Bureau of Labor has not yet informed us if it is the contracting agency's responsibility to withhold funds sufficient to insure such payment. When we receive that opinion, we will reduce the retainage appropriately.

An additional $450 will be withheld to cover liquidated damages payable to the United States for overtime violations. The amount was calculated on the basis of $10 per man per day when an overtime violation occurred.

We had hoped that the subcontractor would decide his efforts to have the prevailing wage rate for this project adjusted were to no avail and would voluntarily comply with the wage requirements of the contract. It is now apparent that L & R Landscape will not voluntarily comply and that the Highway Division will have to turn this matter over to the U. S. Department of Labor via the Federal Highway Administration.

Warren Richards
Labor Compliance Officer

WR:mk

FORM 81-734 10-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

March 2, 1976

RECEIVED
MAR 2 1976
CONSTRUCTION
SECTION

Bond
Jackmond
Harwood
Johnsen
Walker

Richards
Glenn
Berg

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Prevailing Wage Rate
Landscape Laborers

TO: THE FILES

At least two landscape contractors in the past few months have claimed that the prevailing rates listed in the Highway Division contracts do not represent the actual prevailing wage rate of the landscape industry within the State. They claim that the Oregon Commissioner of Labor has failed to comply with State law when he did not recognize certain labor agreements within the industry as establishing the prevailing rates.

I do not know if the rates established by the agreement actually represent the industry wage rates but I am somewhat sympathetic to their claim that the AGC labor agreement does not represent the industry as far as Oregon State Highway work is concerned.

To assist the Oregon Bureau of Labor in investigating the landscape contractor's claim, I reviewed the Highway Division contracts awarded during 1975 to determine what contractors were performing the landscaping work.

I found that there were seven contracts awarded to landscape contractors and 42 subcontracts to landscape contractors to which we have granted consent so far. The work assigned to 16 companies, none of whom were listed as signatories to the Oregon Laborers agreement with AGC which appears to be the basis for the existing prevailing wage rate determination.

WR:mk

FORM 81.736-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
March 2, 1976

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Liquidated Damages
for Wage Violations

TO: THE FILES

Received a telephone call from Gene Watson of the Oregon Bureau of Labor this date regarding the Highway Division's responsibility for withholding the subject liquidated damages. Mr. Watson informed me that the Bureau of Labor does not feel the contracting agency is responsible for withholding funds to insure payment of liquidated damages for which the employer may be liable.

Mr. Watson said that, as the prime contractor is responsible for the labor compliance of the subcontractor, the prime, as well as the sub, may be held accountable for such damages.

WR:mk

cc: Mary Deitz, Asst. Attorney Gen.
Gene Watson, Oregon Bureau of Labor

7997

February 18, 1976

Ausland Construction, Inc.
Post Office Box 437
Grants Pass, OR 97526

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7997 for work on the Manzanita Safety Rest Area (Expansion) project in Josephine County.

The reasons you submitted are valid and meet the requirement of subsection 108.09(d) of the 1970 Standard Specifications for consideration of extensions of time.

The specified completion date is herewith revised to December 19, 1975 which will delete all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:DL:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

Form FHWA 321 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 13, 1976

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(75)64
Manzanita Safety Rest Area (Expansion)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur with extending the project specified completion date from November 30 to December 19, 1975 as requested in Mr. Coulter's February 4 memorandum.

G. K Hansen
for G. L. Green

RECEIVED
FEB 18 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 17 '76
REFER TO
FOR

RECEIVED
FEB 17 1976
OFFICE
DIRECTOR of TRANSPORTATION

7997

DATE February 4, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 7997
Manzanita Safety Rest Area (Expansion)
FAP No. I-5-2(75)64

The contractor for this project has submitted a formal request for an extension of time. The request is based upon extra work performed under Extra Work Order No. 9. This is a late order for curb and erosion control in the amount of $1,185. All regular contract work was completed by the specified November 30, 1975 completion date. This late added work was done in December and the contract completion date is December 19, 1975.

Your concurrence is requested in an extension of the specified completion date from November 30 to December 19, 1975.

JAB:DL:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 3, 1976

FILE: CON 5 #7997

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Manzanita Safety Rest Area
(Expansion)
Pacific Highway
Contract No. 7997
Request for the Extension

This contract was awarded to Ausland Construction, Inc. on April 5, 1974. Work commenced on April 24, 1974. The contract had a specified completion date of November 30, 1975.

On November 18, 1975, the contractor was notified that additional work would be required for installation of 170 feet of curb and minor erosion control. These were authorized by E.W.O. 9 in the amount of $1,185. This work was completed on December 16 and December 19, 1975 respectively. The elapsed time exceeded the specified completion date by nineteen days. Liquidated damages accrue at $150 per day.

This delay meets the requirements of Section 108.09(d) of the Standard Specifications, 1970, as a cause of delay to be considered for a time extension.

I concur in the field recommendations that the completion date be revised to December 19, 1975 to allow contract completion without the assessment of liquidated damages.

This is a Federal-aid Interstate project. Rough draft letters to the FHWA and the contractor are attached.

JAB:DL:fr

Att.

cc: Robert Church

RECEIVED
FEB 3 1976
Office of
Assistant State Highway Engineer

E-320 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 24, 19 75

Gentlemen:

We, the undersigned, respectfully request an ~~increase in the number of workdays from xxxxxx days to xxxxxx days~~ see enclosed letter, within which to complete our Contract No. 7997, without the assessment of liquidated damages. The said contract is described as follows:

Manzanita Safety Rest Area Extension

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See enclosed letter

Respectfully submitted,

Ausland Construction, Inc.
Contractor

By John M. Ausland Vice President

CONSENT OF SURETY

Date January 6, 19 76.

We, Peerless Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James R. Swaggerty
Attorney-in-fact
James R. Swaggerty

(SEAL)

James R. Swaggerty
Resident Agent
James R. Swaggerty

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7997 Contractor Ausland Construction, Inc.

Highway Pacific

Section Manzanita Safety Rest Area (Expansion)

Kind of Work Expansion

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend that the completion date be revised to December 19, 1975 without assessment of liquidated damages. This is due to late added work (E.W.O. 9 in the amount of $1,185 for 170 feet of curb and minor erosion control).

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*67865-734

OFFICE
130 NORTHWEST F STREET

TELEPHONE
476-7475
476-2313

AUSLAND CONSTRUCTION INC.
Contractors and Engineers
P. O. BOX 437
GRANTS PASS, OREGON 97526

December 24, 1975

We respectfully request an extension of the contract completion date from November 30, 1975 to December 19, 1975. The added 19 days were required to complete an "extra work order". On November 18, 1975 the Oregon State Highway Division requested a price from us to add approximately 170 feet of curb. We submitted a price for a dome shaped extruded curb on November 21st. This was rejected and we were asked to submit a price on a type "F" curb. We did so on November 25th. This too was rejected in favor of a square sided extruded curb which was finally installed by a specialty subcontractor on December 16, 1975. The Oregon State Highway Division notified us December 18 to backfill the curb with bark chips the following day. We did so the morning of December 19, 1975.

Under the same extra work order the Oregon State Highway Division asked for excelsior matting to be installed in a roadside ditch. This was accomplished by another specialty subcontractor on December 16, 1975.

7997

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 029

STATE COPY

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cc: OSHD (H S Coulter)

1-16-76

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☑ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Josephine	Oregon

IN COMPANY WITH
Bud Shirley and J. X. Wilson, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1/16/76	T. P. Lowe, Area Engr Signature T. P. Lowe	I-5-2(75)64

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	103 %	100 %

MANZANITA SAFETY REST AREA EXPANSION
PACIFIC HIGHWAY
Buildings & Landscaping

SCOPE OF INSPECTION:

The completed work was inspected in the field.

FINDINGS:

The completed work appeared to be in compliance with the contract requirements. However, acceptance is not recommended pending resolution of a labor compliance problem with L&R Landscape.

LABOR COMPLIANCE MATTER:

This matter consists of two problems; first a classification problem and second, an apparent violation of the Fair Labor Standards Act.

The contract specifies a wage for the classification, "Landscape Laborers." Mr. Richards, OSHD, advises the contractor used a different classification, "Landscape Technician," and paid a lower rate. The contractor is attempting to establish his rate and classification in lieu of that shown in the contract. In the iterim, the contractor used his rate.

Secondly, Mr. Richards advised the contractor avoided overtime rates by paying the extra time from his Nursery payroll. That is, two payrolls were used, one for straight time and one for overtime but both at the contractor's straight time rate.

NOTED
H.S.COULTER

RECEIVED
JAN 27 1976
Office of
Assistant State Highway Engineer

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

7997

December 23, 1975

Mr. Kenneth A. Holmes
Attorney at Law
960 Broadway St. NE, Suite 5
Salem, OR 97301

Dear Mr. Holmes:

Thank you for your letter of December 17, 1975, advising us that J B Sod & Seed Co.'s claim filed against Contract No. 7997 has been paid in full.

Our records indicate this was in reference to the Ausland Construction, Inc. contract for the Manzanita Safety Rest Area in Josephine County. The claim was in the amount of $21,160 for sod nursery stock.

This information will be noted in our records and we will notify all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Ausland Construction, Inc.
PO Box 437
Grants Pass, OR 97526

Peerless Insurance Company
c/o Rathbone, King and Seeley
310 SW 4th Ave.
Portland, OR 97204

L & R Landscaping, Inc.
4520 Macleay Rd. SE
Salem, OR 97302

KENNETH A. HOLMES
LAWYER
960 BROADWAY STREET, N.E., SUITE 5
SALEM, OREGON 97301
A/C 503-585-5240
A/C 503-228-6340

December 17, 1975

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: J B SOD & SEED CO.'s claim

Dear Mr. Head:

Thank you very much for your December 5, 1975 acknowledgement of the claim of J B Sod & Seed regarding contract No. 7997.

I have just been advised that that claim has been paid in full and therefore is satisfied.

Again, thank you very much for your cooperation.

Very truly yours,

Kenneth A. Holmes

KAH:mo

cc: L & R Landscaping, Inc.
4520 Macleay Road S.E.
Salem, Oregon 97302

Ausland Construction, Inc.
P.O. Box 437
Grants Pass, Oregon 97526

Peerless Insurance Company
% Rathbone, King and Seeley
310 S.W. 4th Avenue
Portland, Oregon 97204

RECEIVED
DEC 18 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7997

4998

Files

FILED
DEC 5 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
DEC 5 4 50 PH '75
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DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

December 5, 1975

Mr. Kenneth A. Holmes
Attorney at Law
960 Broadway St. NE
Suite 5
Salem, OR 97301

DO
12-15-75

Dear Mr. Holmes:

This is to acknowledge receipt of J B Sod & Seed Co.'s claim against L & R Landscaping, Inc. (subcontractor) for sod nursery stock in the amount of $21,160. This appears to be in connection with the Ausland Construction, Inc., Contract No. 7997, Manzanita Safety Rest Area of the Pacific Highway in Josephine County.

The Peerless Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:rw

cc: L & R Landscaping, Inc.
4520 Macleay Rd. SE
Salem, OR 97302

Ausland Construction, Inc.
PO Box 437
Grants Pass, OR 97526

Peerless Insurance Company c/o
Rathbone, King & Seeley
310 SW 4th St.
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM AGAINST BOND

TO: OREGON STATE HIGHWAY DIVISION
Department of Transportation
State of Oregon

RE: Contract No. 7997
JOB: Manzinetta Rest Area
Josephine County, Oregon
CONTRACTOR: Ausland Construction Co.
SUBCONTRACTOR: L & R Landscaping, Inc.
SURETY: Peerless Pacific Insurance Co.
CLAIMANT: J B Sod & Seed Co.
AMOUNT OF CLAIM: $21,160.00

Notice is hereby given that the undersigned claimant has a claim for sod nursery stock sold and delivered by said claimant to the subcontractor, L & R Landscaping, Inc., pursuant to its landscaping contract with the contractor, Ausland Construction Co., for performance of its contract at the job, known as Manzinetta Rest Area Job with the Highway Division of the Department of Transportation. The claim is in the sum of $21,160.00 and is against the bond of the principal, the contractor, Ausland Construction Co., and the surety, Peerless Pacific Insurance Co., delivered to the Highway Division, Department of Transportation, State of Oregon, for performance of said job.

J B SOD & SEED CO.

By: _____
Kenneth A. Holmes
Attorney for said Claimant
960 Broadway Street N.E.
Suite 5
Salem, Oregon 97301

cc: Peerless Insurance Company
Harold F. Torkelson, Registered Agent
Board of Trade Building
Portland, Oregon 97204

Ausland Construction Company
Grants Pass, Oregon

L & R Landscaping, Inc.
4520 Macleay Road S.E.
Salem, Oregon 97302

RECEIVED
STATE HWY ENGR
DEC 3'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DEC 3 - 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7717

OREGON STATE HIGHWAY DIVISION

CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. John M. Ausland
Vice President
Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

July 3, 1975

Dear Mr. Ausland:

Your June 4th letter has been referred to me for investigation. In the meantime, I had asked Keith Martin for a report outlining the development of your problem.

As indicated in the attached photos and report, trenches through the subject area were left open from last fall and were not backfilled until some time in May this year.

NOTED
E. S. HUNTER

It would seem to me that if this is in fact what occurred, the situation falls under Section 203.45, Avoidance of Detrimental Operations, of the Standard Specifications. I further believe that the trench and pipe work could have been accomplished last summer or fall.

On the basis of the information I currently have and which is included with this letter, I must rule that your claim is denied. If you have any further pertinent information to submit, however, I am ready to re-evaluate.

Very truly yours,

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc E. S. Hunter
C. T. Keasey
Keith Martin

RECEIVED
JUL 7 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 7 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Grants Pass, Oregon 97526

June 23, 1975

FILE: CON 5-7997

FROM: ROBERT C. ETHERINGTON
Assistant Resident Engineer

TO: J. X. Wilson
Region Construction Engineer

SUBJECT: Manzanita Safety Rest Area Expansion
Pacific Highway
Josephine County
Contract #7997

Re: A. E. Johnson's letter of June 12, 1975

Enclosed are two photographs of the subject area taken on February 14, 1975. The ditches are for irrigation lines and the 6" potable water line to the 50,000 gallon redwood reservoir. They were opened last fall and remained in this condition until the early part of May, at which time they were back-filled with imported material as the excavated material was still too wet (the open ditches drained a considerable portion of the N.B. side and median into this area as it is the lowest location of the 6" line).

After the ditches were backfilled and prior to May 27th, the contractor excavated the subject roadbed to subgrade elevation. At this time the subgrade appeared to be firm, no deflection was visible under the excavation and compaction equipment (the only fill required was to bring the irrigation and water line trenches back to subgrade elevation). On May 27th, 1975, the contractor started placing base rock on the subgrade. The project inspector noted that several places on the subgrade were beginning to pump under the loaded rock trucks, and he instructed the contractor to stop placing base until the situation was corrected. At this time, I had the conversation with the contractor's representative documented in my letter of May 29, 1975.

The contractor removed and replaced with rock those areas which were pumping on May 28th and 29th,1975. The rest of the first lift of base rock was placed on June 3, 1975. No further action has been taken on this work, as the subcontractor is constructing the required curbs first.

As near as I can determine, there are two sections of the standard provisions which relate to this issue. They are as follows:

203.34 EXCAVATIONS BELOW SUBGRADE (4th & 5th paragraphs)

> "Where unstable material is encountered below subgrade in roadbed excavations, unstable materials shall be excavated below subgrade as directed by the engineer and the area shall be back-filled with selected material of suitable quality to provide a firm roadbed.
>
> Payment for excavation of unstable material below subgrade will be made at the unit prices bid for earthwork of the kinds involved, unless it is determined by the engineer that such excavation is more difficult to remove than is the material above subgrade in the whole of the cut, then payment for excavation of unstable material below subgrade will be on the Extra Work basis set forth in subsection 109.07."

203.45 AVOIDANCE OF DETRIMENTAL OPERATIONS

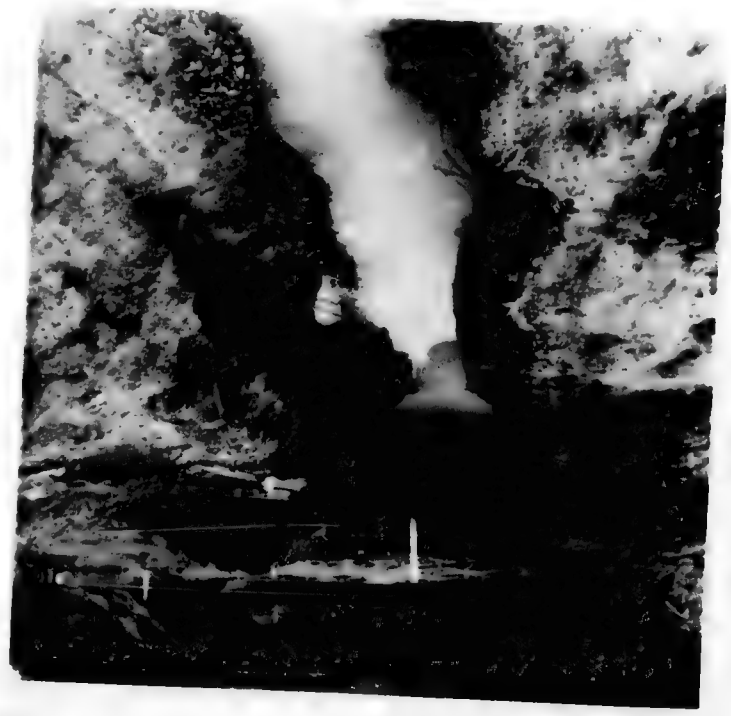
"All operations involved in the excavating, hauling and placing of earthwork materials shall be done in such a manner and under such conditions that no damage or detriment to the work will result therefrom. In particular, hauling over embankment materials in place shall be limited to loads, speeds and times which will prevent creation of instability of the materials, and if such instability appears the hauling operations shall be modified or discontinued as required to avoid recurrence or continuation of said condition. Removal or reconditioning of unstable materials resulting from overwatering and other improper operations and the replacement or restoration thereof with stable material shall be done by the contractor as directed by the engineer, and all expense in connection therewith shall be borne by the contractor. Also, the roadbed shall be maintained in such condition that it will be well-drained at all times."

It is, and was, my contention that section 203.34 does not apply to this case, as the instability of the material in question was due to the contractor's prior operations in this area, and the time of year in which he chose to do the work. This work could have been done anytime last summer or fall. I will admit that due to the fact that he is now behind schedule, the contractor could not afford to wait for the subgrade material to dry out naturally, but, I don't feel that we are obligated to pay for problems arising out of his poor management.

I feel that section 203.45 is much more applicable to this situation.

Just for clarification, I should note that the material which gave the trouble was not that used to backfill the ditches, but the original material adjacent to them.

RCE:ml
cc: file (2)



7997

R

June 12, 1975

Mr. John M. Ausland
Vice President
Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Dear Mr. Ausland:

Manzanita Safety Rest Area
Contract No. 7997
Pacific Highway
Josephine County

Your June 4 letter is being referred to Regional Engineer Shirley in Roseburg for further investigation. There may be other applicable specifications in addition to the Section you cited, depending on the overall job conditions.

You will be advised further after these circumstances are reviewed.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr. (enc.)

JAB:fr ja

OFFICE
130 NORTHWEST F STREET

TELEPHONE
476-7475
476-2313

AUSLAND CONSTRUCTION INC.
Contractors and Engineers
P. O. BOX 437
GRANTS PASS, OREGON 97526

June 4, 1975

F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Re: Manzanita Safety Rest Area
Contract #7997
Pacific Highway
Josephine County

Dear Mr. Klaboe:

We have incurred additional expense in removing unstable material from the roadway on the above project. According to our interpretation of Section 203.34 of the Standard Specifications, we should be paid for this as "extra work" since there was no road work bid items. Our past experience with unsuitable subbase on State jobs and other projects using State Specifications, is that the replacement of unstable material when encountered is always compensated for.

In this case, we were given two choices: replace the unstable material at our own expense, or wait until the area dries up. Our construction schedule would not allow waiting up to several months for the area to dry (if it would at all), so we had to go ahead and replace the unstable material.

We feel that we should be paid for this work, and are requesting your interpretation of the specifications.

Thank you.

Sincerely,

AUSLAND CONSTRUCTION, INC.

John M. Ausland
Vice President

JMA mt
enclosure
cc Keith Martin

RECEIVED
STATE HWY ENGR
JUN 5'75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7997 Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 20, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(73)64
Manzanita Safety Rest Area
Request For Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in correcting the completion date from December 14, 1975 to December 24, 1975 and extending the contract time 11 more days as requested in Mr. Coulter's April 29, 1975 letter.

D. K. Hansen
for G. L. Green

RECEIVED

RECEIVED
HIGHWAY ENGR
MAY 21 '75
REFER TO
Coulter
FOR
Info | Inv | Sig | Ret | Ltr | Ap | Dis

NOTED
H.C. COULTER

Cyan

#7777

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August ~~21~~ 22, 1974

SUBJECT: Manzanita Safety Rest Area
TIC Building Location

To: H. S. Coulter
Asst. State Highway Engineer
104 State Highway Building

The location shown on the latest sketch relieves a crowded effect in the courtyard, gives more space for people in the area; and the courtyard can be completed according to the present contract. Provisions will be made for electrical and telephone conduits.

We also discovered that there had been some changes in dimensions of the TIC building and would take up more of the court area than the original thought.

It doesn't matter if the building is constructed in a year or two years as far as the appearance of the courtyard is concerned.

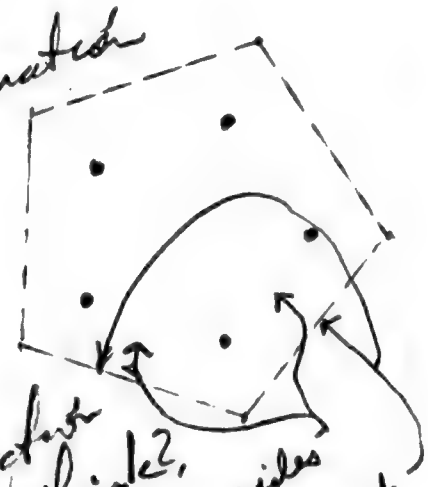
Roy E. Olson
Landscape Engineer

REO:vmt

Inclosure

RECEIVED
AUG 22 1974
Office of
Assistant State Highway Engineer

8.22.74
Roy, Would this layout work better rotating about the 37.5° as sketched to orient the panels that will have information to be read from the outside directed toward the new restrooms? I also wonder if we should insist on more walkway on that side regardless of which direction it faces. What do you think? If the panels are on three sides then move these edge of walklines out perhaps 3 ft.



SOUTH BOUND UNIT

Panels w/ info on both sides

FED. ROAD Div. No.	
10	CRE

0 + 8

COURT DEVELOPME
AND STAKING PLA
SOUTH BOUND UNIT

72'

58'

DELETE

INFORMATION SHELTER DRWG NO. 21969

28'

6'

1'-10"

10'-0"

SLOPE 1/4" / FT.

8'-0"

41'-0"

6'-0"

5'-0"

R= 28'-8"

LOCATION OF FUTURE
"T.I.C. BUILDING

TYPE '8' TOILET BLDG.

PLANTING BED

0'-6"
2'-0"
1'-4"
11'-8"
11'-0"
3'-0"
10'-0"
28'-0"
39'-8"
R=24'-0"
R=6'-0"
R=9'-4"
R=12'-8"
6'-4"
3'-4"
8'-8"
6'-0"
18'-8"

KEY

- DETAIL NUMBER SEE SH
- SAND URN (1)
- LITTER RECEPTACLE (3)
- SHADED PAVING SO
  AGGREGATE FINISH

SOUTH BOUND UNIT

Panels w/ info on both sides

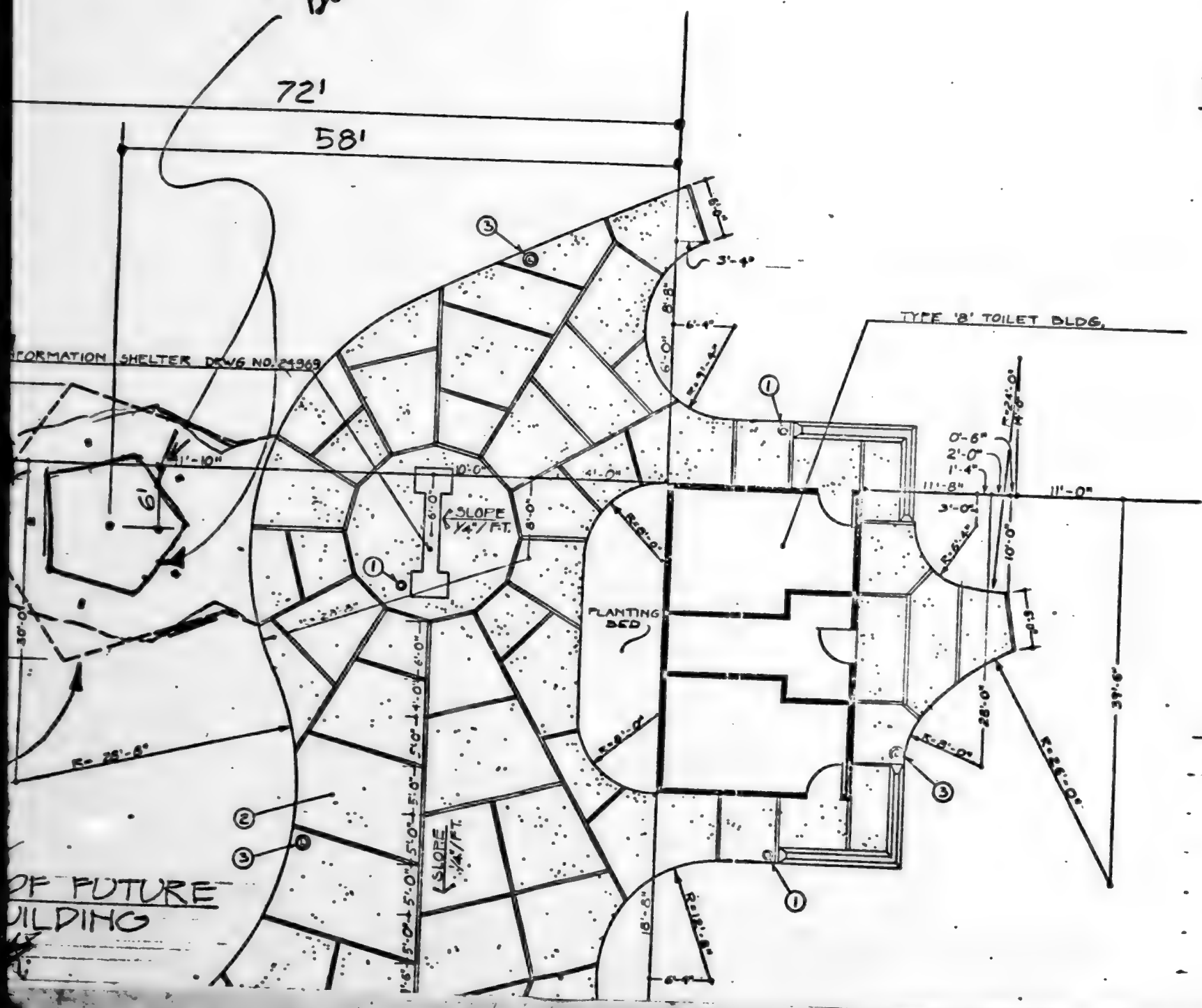
MANZANITA SAFETY REST AREA PACIFIC HIGHWAY JOSEPHINE COUNTY				8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-2(75)64		

SCALE IN FEET

0 4 8 16 32

COURT DEVELOPMENT AND STAKING PLAN

SOUTH BOUND UNIT



KEY

- DETAIL NUMBER SEE SHEETS 3-4
- SAND URN (1)
- LITTER RECEPTACLE (3)
- SHADED PAVING SQUARES INDICATE EXPOSED AGGREGATE FINISH

#7997

August 19, 1974

Mr. Justin P. King, President
Travel InfoCentres of Oregon, Inc.
Post Office Box 1548
Portland, OR 97207

Dear Mr. King:

Manzanita Safety Rest Area

The location of the kiosk south of the building was checked in the field. It was found that it would be necessary to remove six to ten very nice trees.

Our field people suggested that we reconsider and locate the kiosk in the area north of the building where the information shelter was originally planned. The contractor has already placed conduit for electrical and telephone cable in that area. The contractor has also begun work on the walks as originally planned.

Mr. Roy Olson informs me that he phoned to get your approval of the change in location and that our Region office will proceed on that basis.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson
Roy Olson
A. Shirley, Jr.
Keith Martin

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526
August 13, 1974

To: Region Engineer
Roseburg, Oregon 97470
Attn: J.X. Wilson

SUBJECT: Elimination of "Kiosk"
Manzanita Safety Rest Area
Josephine County
Contract # 7997

I strongly recommend that the concrete walk revisions for the "Kiosk", as indicated on landscape location sketch dated 8 - 74, be reconsidered. The indicated revisions will be very inconvienent at this time.

The subject plan calls for the deletion of a drinking fountain for which the contractor has already installed piping. This would require abandoning the line already installed, and then tapping into the system and laying new water line to the new location at extra cost.

The subject plan calls for placing electrical conduit and telephone conduit to the new location. The contractor has already placed conduit to the original location prior to my notification that the information shelter was being deleted. Again we will have to pay extra for a duplication of work.

I am enclosing a photograph of the area where the proposed "Kiosk" would be located. I have indicated the location of the drinking fountain which is to be deleted, and a very rough outline of the area to be paved. As you can see this increase of approx. 200 sq. ft. of concrete walk area, plus the area to be occupied by the T.I.C. building, will necessitate the removal of 6 - 10 very nice trees. This area does not contain an over - abundance of trees as it is.

As I was not aware that the "Kiosk" was going to be relocated, I had asked the contractor to avoid working in the area around the original location only.

He has already begun work on the walks, as originally planned, in the vicinity of the proposed revision.

If at all possible I feel that the "Kiosk" should be located where the original information shelter was planned.

Sincerely,

Keith L. Martin
Resident Engineer

cc: Construction Engineer
file

7997

FORM S.90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon 97526

August 2, 1974

RECEIVED AUG 5 1974 CONSTRUCTION

SUBJECT: Elimination of "Kiosk"
Manzanita Safety Rest Area
Josephine County
Contract # 7997

To: Region Engineer
~~Roseburg, Oregon~~
Attn. J.X. Wilson

In accordance with your note on C.T. Keasey's letter of July 8, 1974, I informed Ausland Construction, Inc. on July 12, 1974 that the inform - ation shelter on the south bound side was being deleted. I asked him at that time to avoid working in that area if at all possible until I received additional information about possible walk way redesign.

The contractor is rapidly nearing the point where he will be unable to avoid working in this area without undo inconvience. Due to materials problems and being restricted from starting the building on the north bound side, there is very little else that he can work on at this time.

If you could get a determination on this in the near future it would avoid the possibility of a claim for delay.

Keith L. Martin
Resident Engineer

Location "B"

cc: Construction Engineer ✓
file

J.X. Wilson — 8-8-74
Roy Olson is preparing revised plans for S.B. area and will send them to Martin as soon as possible. You should have these in a few days.
8-8-74
cc: Roy Olson
Keith Martin

RECEIVED
AUG 6 1974
Office of
Assistant State Highway Engineer

7777

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 8, 1974

FILE:

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

SUBJECT: Elimination of "Kiosk"
Manzanita Safety Rest Area
Pacific Highway I-5
Contract No. 7997

A copy of Mr. Coulter's letter of July 5 to Mr. Justin P. King of Travel InfoCentres of Oregon was sent to you.

This refers to the stone and block masonry information shelter shown on drawing number 29492 in the plans for this project.

Only the "kiosk" in the southbound area is to be eliminated. The one in the northbound area is to be constructed according to plan.

Please have a price agreement prepared covering the deletion of this one installation.

It may also be necessary to alter the design of the walkway areas and subsequently the irrigation facilities, so don't get in too much of a hurry except to inform the contractor of the deletion of the shelter.

CTK:fr

cc: H. S. Coulter
Roy Olson

[illegible]
[illegible] 1974
Office of
Assistant State [illegible]way Engineer

7997

April 5, 1974

Ausland Construction, Inc.
P. O. Box 437
Grants Pass, OR 97526

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for expansion of the Manzanita Safety Rest Area in Josephine County for the sum of $570,709. The Commission referred your bid to the Administrator of Highways with authority to award the contract to you as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7997.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fkn
cc Daily Journal of Commerce, Seattle & Portland
Pacific Builder & Engineer, Inc., Seattle, Wash.

C. T. Keasey
Vince Gallagher
Walt Hart
Roy Olson
A. Shirley
Keith Martin

7997

U. S. DEPARTMENT OF

3-12-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-2(75)64

STATE PROJECT NO.
MANZANITA SAFETY REST AREA

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-744

COUNTY NAME
JOSEPHINE

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	MARCH 5, 1974	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  - TEMPORARY EROSION CONTROL....$400.00
  - ON THE JOB TRAINING.....1,600.00
  - SPECIAL SITE WORK.....1,000.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS SUBMITTED BY MR. RULIEN'S LETTER OF MARCH 5, 1974 HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

3-21-74
original & title sheet
to J. W Rulien

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENG
MAR 21 '74
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-18-74		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7997

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO G. L. Green, Division Engineer
R. G. Simpson, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Manzanita Safety Area Expansion
Project I-5-2(75)64.

We are submitting program data for one Interstate Project, Item 744, Project No. I-5-2(75)64, "Manzanita Safety Rest Area Expansion", which we desire to have included in the Federal-Aid Interstate Highway Program.

A public hearing is not required under provisions of paragraph 6c of PPM 20-8.

The Negative Declaration was concurred in by FHWA on September 5, 1972.

Location/Design was approved by FHWA on October 23, 1969.

State and District 8 Clearinghouse letters of approval dated April 23, 1970 and May 5, 1970, respectively, were previously submitted under Project I-5-2(73)64.

Enc.

RNC:pr

Budget Bureau No. 41-R20(?)

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-7-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-5 Manzanita Safety Rest Area 65	ADT	PRESENT 9,100	FUTURE (66) 16,900	YEAR (70) (71) 93 (72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Landscaping & Comfort Facilities 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 5-2(75)	
CARD	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME Josephine				09 (11)
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID I-5 (32)	STATE (36) (37)	U.S. I-5	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 Manzanita Safety Rest Area, approx. 3.0 miles N. of Grants Pass					
5					ROW		"Manzanita Safety Rest Area Expansion"					
5					CONST (CODE) Y003 Y022			0.0	530,000	488,000	42,000	
							PROJECT TOTALS	0.0	530,000	488,000	42,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33)

REMARKS

Additional Data: Items 611 an
Projects I-5-2(67)59 and I-5-2

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-7-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Manzanita Safety Rest Area	ADT	9,100	16,900	93	10	Oregon	35	042	744

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AT TA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
Comfort Facilities								I-	5-2(75)	64	

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Josephine	033	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	I-5		I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5 Manzanita Safety Rest Area, approx. 3.0 miles N. of Grants Pass						Sanitary facilities; water supply system; irrigation system; walks; shelters; tables; plant trees, shrubs and lawn; illumination.
OW		"Manzanita Safety Rest Area Expansion"						
ONST (CODE) 003 022			0.0	530,000	488,000	42,000		POW-300' min.; Access Control-Full; Parking Restrictions-Complete.
		PROJECT TOTALS	0.0	530,000	488,000	42,000		

APPROVAL DATES

REMARKS

Additional Data: Items 611 and 729, Projects I-5-2(67)59 and I-5-2(73)64

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Remarks Cont.:

Project Data: Construction of 2 Type 8 toilet buildings (1 N.B.-1 S.B.), sanitary stations, information shelters, water supply system (including reservoir, pumps and water lines), walks, picnic tables with and without shelters, drinking fountains, litter receptacles, sand urns, illumination, and automatic irrigation system. Planting trees, shrubs, vines and lawn. Furnishing and placing mulch material.

Public Hearing: Not required under paragraph 6c, of PPM 20-8.

Negative Environmental Declaration: FHWA concurred as of September 5, 1972.

Location/Design Approved: Refer to FHWA Memorandum of October 23, 1969, Subject: I-5-2(-)59 Manzanita Rest Area Expansion. This project is a part of said expansion.

A-95 Review: State and District 8 Clearinghouse approval by letters dated April 23, 1970 and May 5, 1970, respectively. Copies submitted under Project I-5-2(73)64.

For PR-37B: On ROW-1; ROW-F; Sanitary Facilities-Y.
Type Code Y003 - - - $300,000
Type Code Y022 - - - $230,000

RECEIVED
NOV 16 1971
FOR FILING
7997

November 15, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are forwarding three copies of final voucher covering the purchase of right-of-way on each of the following listed Federal-aid Projects:

I-5-2(66)64	Manzanita Safety Rest Area	$ 0.00

The following project shows the final cost and Federal Funds requested exceeding the funds set up in the project agreement, and accordingly, we are enclosing a modification of project agreement to conform with the revised amount:

I-5-3(41)285	E. Portland Freeway-Wilsonville Intchge.	$824.29

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: V. E. Skoog
R. N. Chase
P. Hatcher
M. Mitchell

RECEIVED
JUN 22 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 15, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(66)64
Manzanita Safety Rest Area
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on November 20, 1969. Federal fund participation is subject to the provisions of the 80 series PPM's.

An executed copy of the project agreement will be forwarded seperately.

Enclosure

6-20-70

ROUTED TO

RECEIVED
JUN 3 0 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1970
FOR FILING

Porter

Klamath

7907

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 23, 1970

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION - MANZANITA REST AREA EXPANSION

The above project has been coordinated with the interested state agencies and all concur. However, because sewage disposal is of a subsurface type, the expansion must be coordinated with the Josephine County Health Department.

We strongly endorse the project. Rest breaks from the monotony of freeway driving are a positive and significant factor contributing to traffic safety and the Highway Division has an excellent record in this regard.

Ed

Edward G. Westerdahl, II

4-27-70

RETURNED TO

RECEIVED
APR 2 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 9 - 1970
FOR FILING

7997

April 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for a federal-aid project as follows:

State Administrative District No. 8
Federal-Aid Interstate
Manzanita Safety Rest Area
Pacific Highway

In order to take advantage of a possible lower contract bid, this project is proposed to be let at the same time as another project in the same geographical area. The schedule for letting of this project is June 4, 1970.

The estimated date of filing for federal-aid funds on this project is May 7, 1970. In order that this date and the subsequent date of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

BLG:ia

ATTACHMENT B

NOTICE OF INTENT
April 9, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency ..... State Highway Division ..... Salem (Address)

Contact Person ..... L. H. Young ..... 2761 (Phone)

1. Project Location

Administrative District ..... 8 ..... City .....

County ..... Josephine ..... Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

2. Federal Program

Common Program Name ..... Federal Aid Interstate .....

Authorizing Legislation ..... Title 23 U. S. C. Highways (Public Law No. and Title) .....

Fed. Admin. Agency: Dept. ..... Department of Transportation .....

Agency ..... Bureau of Public Roads .....

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant 622,000	Source of State Agency Share (if any)	
Local Applicant Share	- -	General Fund	- -
*State Agency Share	53,800	Other Funds (specify)	- -
Other (specify)	- -		
TOTAL	675,800	*Total State Agency Share	53,800

*Indicates totals should be equal.

4. Estimated Application Filing Date ..... May 7, 1970 .....

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
MANZANITA SAFETY REST AREA, Pacific Highway
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, signing, buildings, and incidental work to expand the existing safety rest area to accommodate more traffic.

PROPOSED EXPANSION
MANZANITA SAFETY REST AREA
JOSEPHINE COUNTY
SCALE From

EXISTING PARKING
28 CARS 3 TRUCKS PER UNIT

PROPOSED PARKING
30 CARS 16 TRUCKS PER UNIT

LEGEND
- Construct Picnic Table (Dwg No L10D)
- Drinking Fountains (Dwg No L10C)
- Metal Litter Receptacle (Dwg No L10D)
- Existing Trees

SEWAGE DISPOSAL AREA

PROPOSED R/W

1320'

CONSTRUCT TYPE II FENCE

EXISTING FRONTAGE ROAD

PROPOSED FRONTAGE ROAD

TRANSACTION NUMBER 12-17

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-8-69

BY (Signature)
MR. YOUNG'S NOVEMBER 13, 1969 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 595 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
595	I-5-2(66)64	0.0	35,000	32,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MANZANITA REST AREA	RIGHT OF WAY

REMARKS (Division)

YOU ARE AUTHORIZED EFFECTIVE NOVEMBER 20, 1969 TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL WORK.

12-12-69

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1969
FOR

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-8-69	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
NOV 19 1969
PORTLAND

7997

November 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Right of Way Project, Item 595, Project No. I-5-2(66)64, Mennonite Rest Area Expansion, which we desire to have included in the Federal-Aid Interstate Highway Program.

We further request your authorization to proceed with all phases of right of way acquisition. We are enclosing two copies of right of way map 5B-32-19 which shows the right of way required outlined in red and a copy of Mr. Oakes June 25, 1969 letter giving the total estimated cost.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Enclosures
RNC:aw
cc:

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
	1	I-5 4.4 mi. N. of Grants Pass			6,900	13,100	89	08	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Right of Way								I-	5-2(66

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME (14)	CODE (1
	Interstate	Josephine	033
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)

CARD 5	LINE NO. (1-4)(5)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-5 4.4 mi. North of Grants Pass.					
5					ROW		(Manzanita Rest Area Expansion)	0.0	35,000	32,000	3,000	
5					CONST (CODE)							
							PROJECT TOTALS	0.0	35,000	32,000	3,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

REMARKS Additional Data: Item 1
Project I-5-2(24)64 and
Refer to BPR letter of Oc

Public Hearing: Requirements of PPM 20-8 complied with.
Data for 37-B: On R/W-1; R/W-F; Acres 22.99.
Relocation Payments: None involved.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 4.4 mi. N. of Grants Pass	ADT	6,900	13,100	89	08	Oregon	35	042	595

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ay								I-	5-2(66)		64

Interstate

COUNTY NAME: Josephine — CODE: 033

ROUTE NO. I — FEDERAL-AID: I-5 — STATE — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5 4.4 mi. North of Grants Pass.						Right of Way Acquisition incl. incidental work. (Future Rest Area expansion incl. parking, sanitary facilities, water, etc.).
OW		(Manzanita Rest Area Expansion)	0.0	35,000	32,000	3,000		
ONST (CODE)								ROW - 300' normal; Access control - Full; Parking restrictions - Complete.
		PROJECT TOTALS	0.0	35,000	32,000	3,000		

APPROVAL DATES

REMARKS: Additional Data: Item 162 and 499; Project I-5-2(24)64 and I-5-2(57)59. Refer to BPR letter of October 23, 1969.

Public Hearing: Requirements of PPM 20-8 complied with.
Data for 37-B: On R/W-1; R/W-F; Acres 22.99.
Relocation Payments: None involved.

USCOMM DUSCOMM-DC 48905-P61

(Rev. Feb. 1962)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
OCT 27 1969

FOR FILING

7997

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 23, 1969

orig to Young for signature

In reply refer to: 08-35.1/400.1

Mount Parks - Manzanita

Klaboe

SUBJECT: Oregon Project I-5-2(-)59, Manzanita Rest Area Expansion

We concur that the actions you have taken in contacting the individuals affected by the expansion of the Manzanita Rest Area meet the intent of PPM 20-8; therefore no further public hearings are required.

Design approval is considered to have been given, based on our June 23 memorandum and your reply of July 23; therefore no further action is required under PPM 20-8.

orig to Young
10-24-69

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. B. KLABOE

RECEIVED
OCT 6 - 1969
FOR FILE
12221

October 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Manzanita Rest Area Expansion
Project I-5-2(-)59
Interstate Highway I-5
Josephine County

Attention: Mr. Glen Green

Dear Sir:

We hereby request your concurrence that the public hearing requirements of PPM 20-6 have, in essence, been fulfilled and no further action is required based on the information and data set forth hereinafter and attached hereto, relative to the proposed expansion of the Manzanita Rest Area parking and sanitary facilities.

The rest area expansion will involve the acquisition of an additional 3.88 acres for the northbound area and 19.11 acres for the southbound area. This additional area required is outlined in red on the enclosed sketch.

The affected property owners were contacted by letter explaining the proposed project and later contacted personally by telephone to give each an opportunity to ask questions, raise objections and/or make suggestions. The affected owners in general had no serious objections to the rest area expansion. A copy of Mr. John R. Oakes letter, dated September 17, 1969, documenting these contacts is enclosed.

We further request your location/design approval of the proposed rest area expansion based on design data previously submitted, commencing with our letter of November 20, 1968.

Enclosure

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Klaboe
D. J. Barbee
D. H. Moehring
R. N. Chase
B. L. Gifford
Roy Olson

RNC:aw

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

September 17, 1969

SUBJECT: Manzanita Rest Area
Pacific Highway
Josephine County

To: Mr. L. H. Young
Program and Planning
Engineer

B U I L D I N G

Attention Mr. R. W. Ellison

Last June, you requested that a team be organized to discuss this project with the landowners affected. This discussion was to provide background information that would serve in lieu of a corridor-design hearing on the project. I am enclosing copies of the data received from John Quiner concerning these contacts.

It appears to me that we have much more information than would have been provided in a hearing, as three of the four property owners were out of the state.

G. E. ROHDE
Chief Counsel

John R. Oakes

JOHN R. OAKES
Assistant Right of Way Engineer

JRO:JH
Attachments

cc G. E. Rohde

Ellison

NOTED
R. W. ELLISON

Check - R/D to BPR - This contract constitutes hearing -

RECEIVED
SEP 19 1969
PROGRAM & PLANNING
DIVISION

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 16, 1969

To: MEMO TO THE FILE

SUBJECT: R/W File No. 43675-McKean Property
Manzanita Rest Area
Pacific Highway
Josephine County

As outlined in the attached letter to Mr. McKean, Mr. Frank North and I contacted him by phone at 7:30 P.M. on September 4. Mr. McKean had had an opportunity to study the map and my letter and was familiar with the proposed project. He was not opposed to the project but did voice some concern about selling off the small tract of land which amounts to approximately 1.21 acres.

His biggest concern seemed to be that we were cutting off an odd piece of property rather than taking a whole strip. He felt that his property was being cut up as a result of this proposed taking. Mr. McKean also voiced concern about the area which he noted called for a sewage disposal area. He was afraid that there would be some smell coming from this area. I explained to him that this sewage disposal area would either be a package disposal system or a large septic tank and disposal field. I explained that neither one of these two systems would give off any odor or be detrimental to any of the property around the disposal area.

John Quiner II/cw

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc D. H. Moehring
L. W. Riley

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 15, 1969

RECEIVED
SEP 17 1969
LEGAL & RIGHT OF WAY

To: Mr. D. H. Moehring
Right of Way Engineer
S A L E M

SUBJECT: Manzanita Rest Area
Pacific Highway
Josephine County

Attention John R. Oakes

As requested in your letter to L. W. Riley, District Right of Way Supervisor, dated June 26, 1969, each of the affected property owners has been contacted. Since three of the four property owners lived either out of State or a considerable distance from Grants Pass, it was approved that they could be contacted by phone. A letter and map was sent to each property owner (copy attached) explaining the project and hearing requirements. At the prescribed time each person was called and the project was explained. They were all given an opportunity to ask questions. A Memo to The File explains each phone call.

I would consider this first attempt to talk by phone to the affected property owners very successful. I would recommend that we follow this procedure in the future on like projects.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc L. W. Riley

SEP 17 1969

FORM B-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 15, 1969

To: MEMO TO THE FILE

SUBJECT: R/W File No. 43674-Horn
Manzanita Rest Area
Pacific Highway
Josephine County

On September 4, at 7:45 P.M. Frank North and I phoned Mr. Horn as outlined in the attached letter. Mr. Horn had had an opportunity to go over the map and my letter and was familiar with the proposed project. He indicated that he was planning on a possible subdivision of his property which lies easterly of the rest area. Mr. Horn's only objection was the parking area that would be close to his property. He voiced some concern about people parking there overnight with trailers and campers. He seemed to think that this would be objectionable since it was so close to his property. Otherwise he did not have any objections to the proposed project.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc D. H. Moehring
L. W. Riley

FORM H-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 15, 1969

To: MEMO TO THE FILE

SUBJECT: R/W File No. 43676-VanZandt Property
Manzanita Rest Area
Pacific Highway
Josephine County

As outlined in the attached letter to Mrs. Sheila VanZandt, Mr. Frank North and I called her residence in Columbus, Mississippi at 7:00 P.M. September 4, 1969. Mrs. VanZandt asked us to talk to her husband because he was more familiar with the property and with right of way problems.

Mr. VanZandt is an employee of the Weyerhaeuser Company. He had had an opportunity to look the plans over, read my letter and had a very good understanding of the proposed project. They do not object but did request that we try to revise our alignment so as to avoid taking the 0.18 acre as proposed.

The attached drawing with the new right of way line in red is Mr. VanZandt's suggestion.

If we cannot miss their property, they would not object seriously to selling this small amount of land. They asked about access to the property and they were advised that they would still have access just as they do now from the existing frontage road.

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc D. H. Moehring ✓
L. W. Riley

Sheila G. VanZandt

Dorothy T. Horn

3.7

PROPOSED R/W

PROPOSED FRONTAGE ROAD

0.18

EXISTING R/W

EXISTING FRONTAGE ROAD

EXISTING PARKING
28 CARS 3 TRUCKS PER UNIT

PROPOSED PARKING
50 CARS 16 TRUCKS PER UNIT

6.4

PROPOSED R/W

24

23

EXISTING R/W

K.A. Spears
c/o Victor McKean

0131

FORM 8.30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470
September 10, 1969

To: MEMO TO THE FILE

SUBJECT: File No: 43673-Bolt-Portola
Section: Manzanita Rest Area
Highway: Pacific
County : Josephine

This morning as a result of a previous appointment Assistant Division Engineer Pat Schwartz and I contacted Edward R. Grosh, Manager, Progressive Enterprises, Inc., Subsidiary Portola Lumber Company, at his home and office 200 Marcy Loop Road, Grants Pass.

We explained the purpose of our mission and the plans to enlarge the Manzanita Rest Area. He advised that at various times they had had tentative plans to develop the property adjacent to the rest area and at one time had had an inquiry from a prospective buyer who may have planned to develop a race track.

He advised that his decision regarding purchase of the property would not be final but he would get in touch with the proper officials of his company. He stated that he felt the rest area as developed and landscaped was not detrimental in any way to their property.

He advised that he had had previous dealings with the Highway Division with satisfactory results since on that occasion they were interested in the improvement of that portion of the Redwood Highway, Jerome Prairie-Grants Pass. He had no particular questions regarding the project.

I advised him that we would ask our appraisers to contact him since he said he knew of several sales in the area. I also informed him that we would contact him as soon as our appraisals had been completed.

In summary, we can say he had no particular objection to the proposed improvement.

L. W. Riley
District Supervisor

LWR:gl

cc ~~D.~~ H. Moehring
G. E. Rohde
C. T. Keasey

7:00

Ms. Sheila C. VanZandt
2001 E. 8th Avenue
Columbus, Mississippi 39701

August 27, 1969

Dear Ms. VanZandt:

The Oregon Department of Transportation, State Highway Division, is contemplating an expansion and improvement to the Manzanita Safety Rest Area located four (4) miles north of Grants Pass on Interstate Highway No. 5 (I-5).

In checking the Josephine County Deed Records, we find that you are the owner of a parcel of land that will be affected by this proposed expansion.

According to the present Bureau of Public Roads requirements, owners of property to be affected by a proposed improvement are notified and given an opportunity to discuss the proposal with engineering and right of way personnel. This is usually handled by a public hearing. At this hearing, owners may express their opinions of the project which are considered by the Highway Commission prior to authorization of the project. Since there are only four property owners of record, two of which are out of state, we will contact you personally by phone "in lieu of" a public hearing.

With this in view, we are sending you a map of the proposed expansion which shows the existing highway right of way in red and your property in brown. The brown cross-hatched area would be required from you if the proposed project is to be constructed.

7:00

Since you live out of state and to facilitate a reply, we will place a telephone call to you on September 4, 1969 at about 7:00 P.M. P.D.T. At this time, we would be glad to answer any particular questions you might have.

If after discussion of the project with you authorization of the project is determined, your property will be carefully appraised by competent appraisers. They will determine the market value of the property to be acquired plus damages if any to the remaining property. From this appraisal, an offer will then be presented to you for acceptance by State Highway Division Right of Way personnel.

Very truly yours,

Q-

JOHN QUINER II
Assistant Division Engineer

JQII/ow
Attach.

cc Moehring
Riley

7:45

Mr. and Mrs. R. C. Horn
3030 N. E. Alameda Terrace
Portland, Oregon 97212

August 27, 1969

3.7
6.4
10.1

Dear Mr. and Mrs. Horn:

The Oregon Department of Transportation, State Highway Division, is contemplating an expansion and improvement to the Manzanita Safety Rest Area located four (4) miles north of Grants Pass on Interstate Highway No. 5 (I-5).

In checking the Josephine County Deed Records, we find that you are the Owners of a parcel of land that will be affected by this proposed expansion.

According to the present Bureau of Public Roads requirements, owners of property to be affected by a proposed improvement are notified and given an opportunity to discuss the proposal with engineering and right of way personnel. This is usually handled by a public hearing. At this hearing, owners may express their opinions of the project which are considered by the Highway Commission prior to authorization of the project. Since there are only four property owners of record, two of which are out of State, we will contact you personally by phone "in lieu of" af public hearing.

With this in view, we are sending you a map of the proposed expansion which shows the existing highway right of way in red and your property in blue. The blue cross-hatched area would be required from you if the proposed project is to be constructed.

Since you live out of this area and to facilitate a reply, we will place a telephone call to you on September 4, 1969 at about 7:45 P.M. At this time, we would be glad to answer any particular questions you might have.

If after discussion of the project with you, authorization of the project is determined, your property will be carefully appraised by competent appraisers. They will determine the market value of the property to be acquired plus damages if any to the remaining property. From this appraisal, an offer will then be presented to you for acceptance by State Highway Division Right of Way personnel.

Very truly yours,

Q

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.

cc Mochring
Riley

7:30

Contract Purchaser

Mr. and Mrs. Victor F. McKean
14301 Trautwein Road
Riverside, California 92504

August 27, 1969

Dear Mr. and Mrs. McKean:

The Oregon Department of Transportation, State Highway Division, is contemplating an expansion and improvement to the Manzanita Safety Rest Area located four (4) miles north of Grants Pass on Interstate Highway No. 5 (I-5).

In checking the Josephine County Deed Records, we find that you are the contract purchaser of a parcel of land that will be affected by this proposed expansion.

According to the present Bureau of Public Roads Requirements, owners of property to be affected by a proposed improvement are notified and given an opportunity to discuss the proposal with engineering and right of way personnel. This is usually handled by a public hearing. At this hearing, owners may express their opinions of the project which are considered by the Highway Commission prior to authorization of the project. Since there are only four property owners of record, two of which are out of State, we will contact you personally by phone "in lieu of" a public hearing.

With this in view, we are sending you a map of the proposed expansion which shows the existing highway right of way in red and your property shown in violet. The violet cross-hatched area would be required from you if the proposed project is to be constructed.

Since you live out of State and to facilitate a reply, we will place a telephone call to you on September 4, 1969 at about 7:30 P.M. At this time we would be glad to answer any particular questions you might have.

If after discussion of the project with you and the other affected property owner, authorization of the project is determined, your property will be carefully appraised by competent appraisers. They will determine the market value of the property to be acquired plus damages if any to the remaining property. From this appraisal, an offer will then be presented to you for acceptance by State Highway Division, Right of Way personnel.

Very truly yours,

JOHN QUINER II
Assistant Division Engineer

JQII/ow
Attach.

cc. Mochring
Riley

RECEIVED
JUL 30 1969
FOR FILING
7927

July 23, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon Project I-5-2(-)59, Manzanita
Safety Rest Area, Proposed Expansion

Your letter of June 23 requested justification for additional acreage required and for the Type 8 Toilet Building at the Manzanita Safety Rest Area.

Additional Acreage

Preliminary plans were based on using a lagoon-type sewage disposal system. However, after a thorough study was made of this particular area, we ran into a number of complications which proved expensive and so close to the borderline of efficient operation that the idea has been abandoned.

The new plan will use built-up disposal fields and septic tanks. The acreage required for this type of installation is reduced by 27.5 acres. The revised plan is attached.

Type 8 Toilet Buildings

This will be changed to the Type 6 Toilet Building.

Very truly yours,

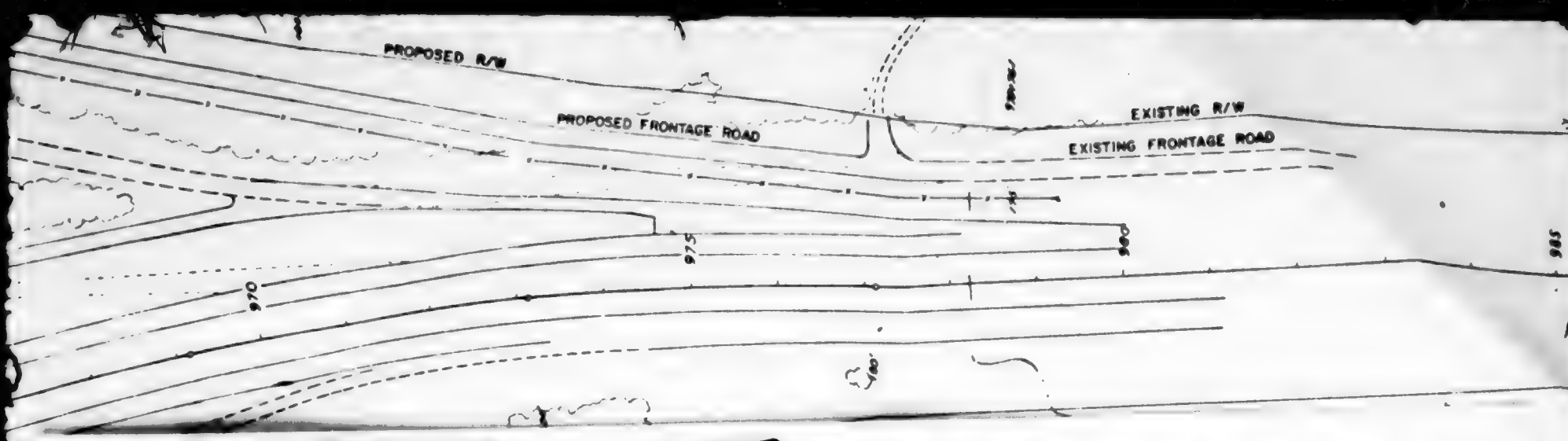
Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young
Roy Olson

REO:de srb



NOT FILMED
ORIGINAL IN
FILE

RESI

wg. No. L1010)
No. L1012)
(Drwg. No. L1013)

PROPOSED EXPANSION
MANZANITA SAFETY REST AREA

JOSEPHINE COUNTY

SCALE 1" = 100'

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE 3/4" = 1'-0"
SHOULD BE READ 3/8" = 1'-0"
INDICATED SCALE 1/2" = 10'-0"
SHOULD BE READ 1/2" = 20'-0"

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 23, 1969

In reply refer to:

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)59
Manzanita Safety Rest Area
Proposed Expansion

Mr. Klaboe, by letter dated June 5, 1969, submitted a layout for the proposed expansion of the Manzanita Safety Rest Area for review and approval.

While Interstate funds can be used for the proposed expansion of this facility it is felt that additional justification for the substantial acreage increase should be submitted prior to our approval of the expansion plan. This justification could be in the form of proposed design layouts of the sewage treatment facilities.

A review of the design data for rest area use indicates an overdesign in the number of rest-room facilities. Based on the design data submitted the new rest-room buildings should be of the type 6 design instead of the proposed type 8 design. Any increase above the type 6 facility would have to be supported.

While the above justifications are necessary prior to our approval of the proposed expansion plan the layout submitted is considered adequate for use at the required Design Public Hearing.

6-26-69

Young-Barbee
By Asst. State Hwy. Engr.

RECEIVED
R. W. ELLSON

RECEIVED
JUN 26 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM D
JUL 3 = 1969
FOR FILING

7927

File Memo

July 2, 1969
Mazanita Rest Area

Carstenson advised that prefix for subject job to be 917-1974 - Advised to transfer charges to new prefix. Advised Ekrath and Skyp-

Mcola

RECEIVED
JUN 26 1969

UNITED STATES GOVERNMENT

FORM

Memorandum

7927

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 23, 1969

In reply refer to:

SUBJECT: Oregon Project I-5-2(-)59
Manzanita Safety Rest Area
Proposed Expansion

Mr. Klaboe, by letter dated June 5, 1969, submitted a layout for the proposed expansion of the Manzanita Safety Rest Area for review and approval.

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6-26-69

Young-Barbee
By Asst. State Hwy. Engr

RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 6 - 1969
FOR FILING

7977

June 5, 1969

Mr. R. D. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Subject: Expansion of Roseburg
Safety Rest Area
Pacific Highway
Jackson County
Project No. I-5-3(-)59

Dear Sir:

We are resubmitting the proposal for the subject project in response to your recommendations in the body of your letter of March 27, 1969 (OL-55-DA). We very much appreciate the time you have devoted to the plan of facility based on the A.D.T. included in your A.D.T.

The year ago we had verbal approval about the project and reviewed by Messrs. Gordon Brooks, Lyle Lane, and Maurice Lyon. This date projected the A.D.T. about twenty years after the approval of the existing facilities.

Project had date plus A.D.T. of the will require parking in each the northbound and southbound rest areas for cars and to provide and busses a light vehicles with trailers. Since the parking provided for each rest area are identical in major and will remain identical this increase the major is stalls for an additional 22 cars and 2 trucks per area. The truck and trailer parking areas will be incorporated in the back sides of the rest area for easy use. In the travel way. The expansion of the parking areas, you will note on the project plan, will require the existing areas and vegetation.

The expansion will require that they be done in the safety buildings, but require an addition the rest buildings in each the northbound and southbound rest areas. These new buildings will be of the same as to serve the truck and trailer parking areas and the expanded parking areas for cars. The new toilet buildings will be of the type C design, whereas the existing toilet buildings are of the type C design. The type C design has four stalls in the women's rooms and 2 stalls in

the men' portion, whereas the type 6 design has only 3 stools in the women' portion and 1 stool and 2 urinals in the mens' portion. Each toilet building has only 2 lavatories in each portion regardless of type.

The sewer line from the toilet buildings in the northbound area will be jacked under the existing highway and the combined sewage from both areas will be processed either by the irrigation or lagoon method of sewage disposal. A third choice is to use one of the new packaged sewage disposal units, which will operate with little attention or technical knowledge required of maintenance personnel.

The extra rest rooms will place an increased demand on the present well which is already overtaxed. We intend to enlarge the water system by drilling an additional well, probably in the southbound area, and pumping from both sources into a proposed storage tank in order to have sufficient volume for peak loads.

Our proposed expansion includes the construction of an information shelter building in both areas to conform with present safety rest area plan standards. Also more water fountains, litter receptacles and other incidentals common to such facilities are included in the over all plan.

The planned expansion will require 99 additional acres of land, 8 acres for the northbound area and 47 acres for the southbound area. The water storage tank and sewage treatment facilities are to be constructed on the side adjacent to the southbound area, thereby necessitating the taking of the larger part of the 47 acres. Part of the land required for the northbound area is for realignment of an existing frontage road. The properties involved in the takings will be acquired from a minimum of 2 owners to a maximum of 4 owners.

Included are two copies of the proposed expansion plan. We request your early approval of this revised layout of the proposed expanded facility and the eligibility of Interstate funds for construction so that we may proceed with the Design hearing requirements of Ch. 28 at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

cml.

By
E. L. Blaloo
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young
R. N. Chase
C. T. Keasey
R. Olsen

JLG:aw

5/30/58

OREGON STATE HIGHWAY DEPARTMENT

REST AREA USE DATA FOR DESIGN PURPOSES

1. Name of Rest Area Manzanita

2. Location of Rest Area Pacific Highway

3. Traffic Data
   (a) ADT 19 61 13200
   (b) Summer Seasonal Factor (From Traffic) 1.38
   (c) Summer Seasonal ADT (a x b) 18216
   (d) Directional ADT ($\frac{1}{2}$ x a x b) 9108

4. Vehicles Entering Rest Area (directional)
   * (e) Average Daily Volume (12 % of ADT) 1093
   (f) Average Daily Peak Hour (12% of e) 132

5. Average Daily Peak Parking Demand
   (g) Total Vehicles ($\frac{1}{2}$ of f) 66
   (h) Pass.Cars, Panels, Pickups (75% of g) 50
   (k) Light Vehicles with Trailers (20% of g) 13
   (m) Trucks and Buses (5% of g) 3

6. Persons Entering Rest Areas
   (n) Average Daily Number (2.7 x e) 2951
   (p) Average Peak Hour (2.7 x f) 356

7. Rest Room Use and Requirements
   (r) Average Daily Use (75% x n) 2214
   (s) Average Daily Peak Hour Use (75% x p) 267
   (t) Rest Room Facilities, (30 persons/unit/hour) $\frac{s}{30}$ 9

8. Water Requirements (no irrigation)
   (v) Daily Water Use (2 gals. x n) 5902
   (w) Peak Hour Water Use (2 gals. x p) 712
   (z) Water Flow Required without Storage $\frac{n \times 2}{60 \times 24}$ = 4 daily GPM
   12 peak hour

* Summer Directional Traffic

RECEIVED
MAR 21 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 19, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(57)59
Expansion of Manzanita Safety Rest Area

Your November 20, 1968 letter requested approval as an Interstate project the expansion of facilities at the subject Safety Rest Area. The proposed revisions were reviewed on the ground by your Chief Landscape Engineer, our Assistant Regional Landscape Architect and the Area Engineer on February 28, 1969.

It was agreed that the proposal should be resubmitted because the expansion as shown would adversely affect the appearance and operation of the development for the following reasons:

1. Expanding the truck and trailer parking area toward the main traveled way as proposed would result in the parking areas coming within 40 feet of the main traveled way in the northbound area and within 48 feet in the southbound area. It was agreed that this would result in an unsafe condition.

2. The island of existing vegetation between the Rest Area and the traveled way would be destroyed with the expansion of the parking area as proposed. These islands of vegetation not only add to the attractiveness of the area but also serve as a buffer to reduce the highway noise.

It is felt that if additional land adjacent to the existing facilities can be acquired the more recent rest area designs of having car parking nearest the highway and trailer parking in the rear would be feasible by expansion of both areas on the side away from the traveled way. Such an expansion would also help satisfy future needs for increased parking brought about by increased ADT.

3-21-69
REFERRED TO
Barbee-Young
BY ASST. STATE CIVIL ENGR.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is agreed that the expansion of the existing facilities is necessary in order to serve the traffic needs. However, it is recommended that the proposal be resubmitted for the above reasons. In order to be consistent with the design year established for the Interstate the design year for the rest area should be 1975.

RECEIVED
MAR 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7000 Pacific Hwy. East at Young Street (Woodburn) Sec. (Tr. signal installation.) 1974

תנא ד'8ד'7 11/29/73

TOPS

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Woodburn
City Hall
Woodburn, OR 97071
Attention of
Mr. Max Pope
City Manager

Request No. (assigned by staff engineer or head of section) cc 1561

Date April 21, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5030(2)
Pacific Highway E. at Young Street
City of Woodburn

Contract No. 7998
Covered by agreement dated 11-29-73

Itemized Statement: CLR-DT File No. 503002 Advance Deposit $12,100

Quantity	Unit	Description	Unit Price	Amount
		Total Project cost	$35,335.41	
		Federal Aid funds collected	12,808.42	
		Amount to be shared by State and City	$22,526.99	
		City's share per attached sheet		$11,263.49
		City's Advance Deposit		12,100.00
		REFUND DUE CITY		$ 836.51
		(attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

24-0605-299

Submitted by:

Gary E. Zehner

Gary E. Zehner, Urban Program Engineer

Approved:

Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 21, 1976

CITY Woodburn **Contract No.** 7998 **Date Completed** 1-3-75

PROJECT # T-5030(2) **Section** Pacific Hwy. E. at Young St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 1,942.77
Payments to Contractor	28,467.89
SFO#1 Test Control Equipment	622.77
SFO#2 Permanent Signing	216.74
Construction Engineering	4,062.47
Equal Opportunity Program Expense	22.77
TOTAL COST	$35,335.41
Federal Aid Funds collected	12,808.42
Amount to be shared by State and City	$22,526.99
City's share per agreement dated 11-29-73 50% of $22,526.99	$11,263.49
City's Advance Deposit 4-11-74	12,100.00
REFUND DUE CITY	$ 836.51

Reference: **Billing Form** cc 1561

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

T.O.O. VOUCHER NO. Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. WOODBURN T-5030(2)

VOUCHER PERIOD: FROM 12-11-73 TO 9-25-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
4/ 35,335.41						
$35,316.05	$33,916.34	36.22%	$12,000.42	$12,000.42	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V. E. Skogg
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Hwy E. at Young St. (Woodburn) Sect					
	Marion County					
	Preliminary Engineering					
	Type Code PE					
	State	All Required			$1,942.77	
	Construction					
	Type Code Y031					
	Signals (MP 32.06)(Contr. 7994)					
	Final Contract Payment Summary	Lump Sum			28,466.00	
SFO #2	Permanent Signing	All Required			216.74	
	Total Construction Cost				28,682.74	
	Construction Engineering					
	State	All Required			2,241.29	
SFO #1	Test Control Equipment	All Required			622.77	
	Total Construction Engineering				2,864.06	
	Misc. Project Costs					
	Equal Opportunity Program Expense	All Required			22.77	
	Total Participating Costs				33,512.34	
	Nonparticipating Items					
	Interest paid to contractor	All Required			1.89	
	Construction Engineering	All Required			1,803.82	1821.18
	Total Nonparticipating Costs				1,805.71	
	Total Cost				$35,318.05	

CONST 11.56

INC — 33,333.31

Prepared based on costs shown on Federal billing as of February 19, 1976.

AMOUNT CARRIED FORWARD..

FORM FR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—521-266/5023 3-1

** JOB TOTALS **

C HWY E AT YOUNG ST CONT NO 7998 * FA PROJ NOS T 530002 100

024	0605	201	00	P	1					
024	0605	206	00	N	1					
024	0605	276	00	P	1					
024	0605	276	00	N	9					
024	0605	298	00	N	9					
024	0605	900	00	P	1					
024	0605	900	00	N	1					
024	0605	901	00	P	1					
024	0605	901	00	N	1					
024	0605	905	00	P	1					
024	0605	905	00	N	1					
024	0605	908	01	P	1					
024	0605	911	00	P	1					

STATE JOB COST SUMMARY

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | | CURRENT MONTH | | | | | | | | | |

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

O. VOUCHER Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 9-25-75

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRE Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE

FEDERAL AID PROJECT NO.

VOUCHER PERIOD: Oregon FROM T-5030(2)

12-11-73 9-25-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$35,318.05	$33,512.34	38.22%	$12,808.42	$12,808.42	$0.00	

RECEIVED DIVISION OFFICE — PRE-AUDIT MADE — PASSED FOR PAYMENT

BY DATE — BY DATE — BY DATE

REMARKS

Oregon

V. E. Skogg
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Hwy E. at Young St. (Woodburn) Sect					
	Marion County					
	Preliminary Engineering					
	Type Code PE					
	State					
		All Required			$1,942.77	
	Construction					
	Type Code Y031					
	Signals (MP 32.86)(Contr. 7998)					
	Final Contract Payment Summary					
	SFO #2 Permanent Signing		Lump Sum		28,466.00	
			All Required		216.74	
	Total Construction Cost				28,682.74	
	Construction Engineering					
	State					
	SFO #1 Test Control Equipment		All Required		2,241.29	
			All Required		622.77	
	Total Construction Engineering				2,864.06	
	Misc. Project Costs					
	Equal Opportunity Program Expense		All Required		22.77	
	Total Participating Costs				33,512.34	
	Nonparticipating Items					
	Interest paid to contractor		All Required		1.89	
	Construction Engineering		All Required		1,803.82	
	Total Nonparticipating Costs				1,805.71	
	Total Cost				$35,318.05	

Prepared based on costs shown on Federal billing as of February 19, 1976.

AMOUNT CARRIED FORWARD..

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—521-266/5023 3-1

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
	Olson Electric Co., Inc. 200 E. 5th St. Vancouver, WA, 98660	5/9/75	$ 1,750.00

WARRANT NUMBER

CONTRACT NO.	ESTIMATE NO.	
7998	Est 4 Post Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 1/3/75		
APPROVED: 5-13-75 RT DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY: MARION

CONTRACT NO.: 7998

ESTIMATE NO.: 4

PREFIX NO'S:

HIGHWAY: PACIFIC HIGHWAY EAST

FEDERAL AID PROJECT NO.: T 5030002

SECTION: PACIFIC HWY E AT YOUNG ST (WOODBURN)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRE
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	400.0000	100.000	400.00	400.00	
004	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	27941.0000	100.000	27941.00	27941.00	
	PRICE AGREEMENT ITEMS						
30101	1P SUBS #14 FOR #20 LEAD WIRE	LUMP SUM	125.0000	100.000	125.00	125.00	
	ADJUSTMENT ITEMS						
6001	P LIQUIDATED DAMAGES	DAY	50.0000-	35.000	1750.00-	1750.00-	
6001A	P LIQ DAM TIME EXT APPROVED 5-2-75		50.0000	35.000	1750.00		

Type code 4031 "P" Contr. $28,466.00

GROSS RETAINAGE		
TREASURER DEPOSIT		
NET RETAINAGE		
TOTAL CONTRACT ITEMS	~~28466.00~~	~~26716.00~~
% RETAINED ON CONTRACT ITEMS	-	-
FORCE ACCOUNT		
TOTAL PAYMENTS	28,466.00	26,716.00

DATE

PREVIOUS VOUCHER NO. ~~04 08 75 PG. 01 7998~~ -

CHECKED BY: JP/pk

ENGINEER OR AUDITOR: W. L. Mueller

HIGHWAY DIVISION

YMENT VOUCHER

COUNTY: MARION

HIGHWAY: PACIFIC HIGHWAY EAST

SECTION: PACIFIC HWY E AT YOUNG ST (WOODBURN)

CONTRACT NO: 7998

ESTIMATE NO: 4

FEDERAL AID PROJECT NO: T 5030002

PREFIX NO'S.

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ARY PROJECTION AND DIRECT TRAFFIC	LUMP SUM	400.0000	100.000	400.00	400.00	
C INSTALL COMPLETE	LUMP SUM	27941.0000	100.000	27941.00	27941.00	
ENT ITEMS						
20 LEAD RE	LUMP SUM	125.0000	100.000	125.00	125.00	
ITEMS						
MAGES	DAY	50.0000-	35.000	1750.00-	1750.00-	
EXT PROVED 5-2-75		50.0000	35.000	1750.00		1750.00
				"P" Constr.		
		Type code 4031		$28,466.00		

GROSS RETAINAGE				
TREASURER DEPOSIT				
* NET RETAINAGE				
TOTAL CONTRACT ITEMS	~~28466.00~~	~~26716.00~~	~~1750.00~~	
% RETAINED ON CONTRACT ITEMS	-	-	-	
FORCE ACCOUNT				
TOTAL PAYMENTS	28,466.00	26,716.00	1,750.00	

~~6. 81 7998~~

ler

Y DIVISION

NT VOUCHER

COUNTY: MARION

CONTRACT NO: 7998

ESTIMATE NO: 4

PREFIX NO'S:

HIGHWAY: PACIFIC HIGHWAY EAST

FEDERAL AID PROJECT NO: T 5030002

SECTION: PACIFIC HWY E AT YOUNG ST (WOODBURN)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PROTECTION AND DIRECT TRAFFIC	LUMP SUM	400.0000	100.000	400.00	400.00	
IGNAL INSTALL COMPLETE	LUMP SUM	27941.0000	100.000	27941.00	27941.00	
GREEMENT ITEMS FOR #20 LEAD WIRE	LUMP SUM	125.0000	100.000	125.00	125.00	
ENT ITEMS ED DAMAGES	DAY	50.0000-	35.000	1750.00-	1750.00-	
IME EXT APPROVED 5-2-75		50.0000	35.000	1750.00		1750.00

"P" Contr.

Type Code 4031 $28,466.00

GROSS RETAINAGE

TREASURER DEPOSIT

NET RETAINAGE

TOTAL CONTRACT ITEMS	~~28466.00~~	~~26716.00~~	~~1750.00~~
% RETAINED ON CONTRACT ITEMS	-	-	-
FORCE ACCOUNT			
TOTAL PAYMENTS	28,466.00	26,716.00	1,750.00

~~PG. 01~~ ~~7998~~

STATE COPY

cc: OSHD (H S Coulter)
G K Hossner
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
9-23-75	S. O. Deocampo, Engr Trainee		T-5030(2)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-3-75	4-18-75	100 %	220 Calendar Days
APPROVED EXTENSIONS	LOCATION		
35 days	Pacific Highway East @ Young St. (Woodburn) Section		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the [illegible] copy of this report.
There is compliance with section 1.28 of [illegible] on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY EAST @ YOUNG STREET (WOODBURN)
Traffic Signal Installation

The project consisted of replacing traffic signals at the intersection of Pacific Highway East and Young Street in Woodburn.

The Project was completed January 3, 1975. A total of 220 calendar days were set up to complete the work, but the contractor used 225. A 35-day extension was granted due to a delay in obtaining the signal equipment. No liquidated damages were assessed.

The final contract cost was $30,156.00 which is an underrun of 12.8 percent. This underrun is due to the contractor not using temporary signs or flagmen.

NOTED
H.S.COULTER

RECEIVED
SEP 1975
Assistant [illegible] Engineer

STATE
SEP 25 '75
REPLY TO
FILE

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner G. K. Hossner	
TITLE Area Engineer	DATE 9-23-75	TITLE District Engineer	DATE SEP [illegible]

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7998

R

May 19, 1975

Financial Indemnity Company
5858 Wilshire Blvd.
Los Angeles, CA 90036

Gentlemen:

A post-final payment for $1,750.00 will be made to Olson Electric Company on Contract No. 7998 for a traffic signal installation on Pacific Highway East at Young Street in the City of Woodburn in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $28,466.00 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn/hb

cc Olson Electric Company
200 E 5th Street
Vancouver, WA 98660

bc C. T. Keasey
Walt Hart
V. E. Skoog, Attn Dick Hacek
C. O. Fredrickson

7996

R

May 2, 1975

Olson Electric Company, Inc.
P.O. Box 830
Vancouver, WA 98660

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7998 for work on the Young Street signal (Woodburn) in Marion County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 35 days is granted for delays in delivery of signal materials.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johson
H. S. Coulter
Warren E. Mueller
C. T. Keasey
Robert Church

fr dpy

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Feb. 4, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 255 days, within which to complete our Contract No. 7998, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By [signature]

STATE OF CALIFORNIA)
County of Los Angeles *) ss:*

On this 11th *day of* March *19* 75 *, before me* Sandra LeBlanc *, a Notary Public in and for the said County of* Los Angeles *State of California, residing therein, duly commissioned and sworn, personally appeared* Joseph R. Burke *known to me to be the Attorney-in-Fact of Financial Indemnity Company, the corporation that executed the within instrument, and acknowledged to me that he subscribed the name of* Financial Indemnity Company *thereto and his own name as Attorney-in-Fact.*

OFFICIAL SEAL
SANDRA LE BLANC
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires May 8, 1976

[signature]
Notary Public in and for the County of Los Angeles *, State of California*

U-340 (5/73) Calif.

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Feb. 4, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 255 days, within which to complete our Contract No. 7998, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By _____

CONSENT OF SURETY

Date March 11, 19 75

We, Financial Indemnity Company

_____, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

_____
Joseph R. Burke Attorney-in-fact

(SEAL)

_____
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7998 Contractor Olson Electric Co. Inc.

Highway Pacific East

Section At Young Street (Wooburn (Woodburn)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 35 day extension of contract time because of delays in delivery of signal materials.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7998
Project designation	T - 5030(2) State-Federal
Date awarded	April 11, 1974
Work started	November 4, 1974
Per cent completed	100% Jan. 3, 1975 Date
No. of Workdays Allowed	220
No. of Workdays Used	255
No. of Added Workdays Requested	35

SP*6206-734

OLSON ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

February 4, 1975

Increase in Number of Workdays
Contract # 7998 Pacific Hiway E. at Young Street, Woodburn, Oregon

We request a review of the overrun of 35 days on the subject contract.

The delay in the project was due to the late delivery of materials.

Our purchase order # 6842 was issued to Eagle Signal on April 8, 1974, with a requested delivery of equipment for September 20, 1974. We quote the following from a letter from Eagle Signal as to reasons for the delay of arrival of their equipment:

"In investigating your purchase order I have found that the following reasons were the causes for delay:

(1) A nationwide shortage of glass beginning in the early part of 1974 and continuing to date has caused the normal lead time of 8 months to be expanded to the present lead time of 14 months. We are presently experiencing difficulty in obtaining glass lenses to meet our production demands.

(2) A shortage of maleable iron castings have increased lead times for this item to 12 months. This increase is in part due to the stiff competition we face for obtaining it, with the farm equipment industry.

(3) Furthermore, in 1974 the industry had been put on an allocation program for the procurement of aluminum. This allocation procedure caused us great difficulty in procuring the requisite number of alzak reflectors from the Alcoa Company, the primary producer of such reflectors.

As a result of the above shortages, the shipment of the Olson Electric Corporation Purchase Order 6842 was unexpectedly and unavoidably delayed three months beyond what normal lead times would be for the order. Shipment to Olson Electric was completed on 12/17/74."

Your review of this matter is appreciated.

FINANCIAL INDEMNITY COMPANY

HOME OFFICE · 5858 WILSHIRE BLVD., LOS ANGELES, CALIFORNIA 90036

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That FINANCIAL INDEMNITY COMPANY, a corporation organized and existing under the laws of the State of California, and having its principal office in Los Angeles, California, does hereby constitute and appoint

Joseph R. Burke

of Los Angeles, California its true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed, any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

MISCELLANEOUS SURETY BONDS - Maximum Penalty $25,000.00
CONTRACT BONDS - Maximum Penalty $500,000.00

And said Company hereby ratifies and confirms all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents.

This appointment is made under and by authority of the following Resolution passed by the Board of Directors of said Company at a meeting held at the principal office of said Company, a quorum being present and voting, on the 19th day of December 1972, which resolution is still in effect:

"RESOLVED, that the President or any Vice President, in conjunction with the Secretary or any Assistant Secretary, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected Officers of the Company in their own proper persons."

IN WITNESS WHEREOF, FINANCIAL INDEMNITY COMPANY has caused these presents to be sealed with its corporate seal, duly attested by its Vice President and its Secretary, this 30th day of September 1974

FINANCIAL INDEMNITY COMPANY

FINANCIAL INDEMNITY COMPANY INCORPORATED DEC. 19, 1945 CALIFORNIA

Vice President

of Los Angeles, California its true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed, any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

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IN WITNESS WHEREOF, FINANCIAL INDEMNITY COMPANY has caused these presents to be sealed with its corporate seal, duly attested by its Vice President and its Secretary, this 30th day of September 1974

FINANCIAL INDEMNITY COMPANY

FINANCIAL INDEMNITY COMPANY INCORPORATED DEC. 19, 1945 CALIFORNIA

Vice President

Secretary

THE STATE OF CALIFORNIA
COUNTY OF LOS ANGELES ss.

On this 30th day of September 1974 before me came the above named Vice President and Secretary of Financial Indemnity Company, to me personally known to be the individuals and officers described herein, and acknowledged that the seal affixed to the preceding instrument is the corporate seal of Financial Indemnity Company and that the said corporate seal and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporation.

OFFICIAL SEAL
CECELIA A. LAMBERT
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Commission Expires Feb. 4, 1977

Notary Public

I, the undersigned Secretary of Financial Indemnity Company, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Company, and do hereby further certify that the said Power of Attorney is still in force and effect.

And I do hereby further certify that the Certification of this Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolution adopted by the Board of Directors of the Financial Indemnity Company at a meeting duly called and held on the 19th of December 1972, and that said resolution has not been amended or repealed:

"RESOLVED, that the signature of the Secretary or any Assistant Secretary of this Corporation, and the seal of this Corporation, may be affixed or printed by facsimile to any certification of a Power of Attorney of this Corporation, and that such printed facsimile signature and seal shall be valid and binding upon this Corporation."

GIVEN under my hand and the seal of said Company, at Los Angeles, California, this 11th day of March 1975

FINANCIAL INDEMNITY COMPANY INCORPORATED DEC. 19, 1945 CALIFORNIA

Secretary

U-344 (Rev. 7/74)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 23, 1975

FILE: CON 5 #7998

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Young Street Signal (Woodburn)
Contract No. 7998
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Olson Electric Company requests a complete time extension of 35 days because of delays in delivery of signal materials. Although not documented here, the contractor did apparently order the signal materials from Eagle Signal some 16 days before the start of the contract time count. Delivery of the equipment was originally anticipated for September 20, but the controller did not arrive in Salem for testing until November 4. On the face of it, this is 45 day delay. Time lost in obtaining a replacement loop amplifier from the factory is not segregated and would be questionable as a reason for extension. However, the pedestrian heads did not arrive until later anyway.

This appears to be a legitimate material shortage delay and I therefore concur in the Resident and Region recommendation for a complete time extension of 35 days. This will delete $1,750 liquidated damages.

This was a Topics project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
APR 2 3 1975
Office of
Assistant State Highway Engineer

7998

K

May 2, 1975

Financial Indemnity Company
5858 Wilshire Blvd.
Los Angeles, CA 90036

Gentlemen:

On April 23, 1975, we wrote to you concerning release of final payment on Contract No. 7998 awarded to Olson Electric Co., Inc., for a traffic signal installation at Young Street in Woodburn on Pacific Highway East, Marion County.

Final payment on this contract is $1,335.80 and the total contract amount is $26,716. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, WA 98660

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7777

CON 5

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
XXXXXXXX

DATE April 24, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension, Contract 7998
Young Street Signal (Woodburn)
FAP No. T-5030(2)

The contractor has requested a complete time extension of 35 days because of delays in delivery of signal materials. The contractor apparently ordered the signal materials from Eagle Signal some 16 days before the start of the contract time count. Delivery of the equipment was originally anticipated for September 20, 1974, but the controller did not arrive in Salem for testing until November 4. This is a 45-day delay.

A January 31 letter from the equipment supplier is attached. This appears to be a legitimate material shortage delay. Your concurrence is requested in a complete time extension of 35 days. This will delete $1,750 liquidated damages.

JB:fr ia

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
Robert Church

E-123

Gulf + Western Industries, Inc.
Eagle Signal
AGRI-MOTION MANUFACTURING COMPANY

TRANSPORTATION AND
PUBLIC UTILITY DIVISION

January 31, 1975

Olson Electric Corporation
200 E. 5th
Van Couver, Washington 98660

Reference: Olson Electric Purchase Order 6842,
dated 4/8/74

Dear Sirs:

Reference is made to the above purchase order and your request for documentation as to the unavoidable and unforeseeable delay in producing the material to meet your original delivery request of 9/20/74.

In investigating your purchase order I have found that the following reasons were the causes for delay:

(1) A nationwide shortage of glass beginning in the early part of 1974 and continuing to date has caused the normal lead time of 8 months to be expanded to the present lead time of 14 months. We are presently experiencing difficulty in obtaining glass lenses to meet our production demands.

(2) A shortage of malleable iron castings have increased lead times for this item to 12 months. This increase is in part due to the stiff competition we face for obtaining it, with the farm equipment industry.

(3) Furthermore, in 1974 the industry had been put on an allocation program for the procurement of aluminum. This allocation procedure caused us great difficulty in procuring the requisite number of alzak reflectors from the Alcoa Company, the primary producer of such reflectors.

As a result of the above shortages, the shipment of the Olson Electric Corporation Purchase Order 6842 was unexpectedly and unavoidably delayed three months beyond what normal lead times would be for the order. Shipment to Olson Electric was completed on 12/17/74.

Please find enclosed a copy of our warranty terms as per your request.

Very truly yours,

H. J. Pries

H. J. Pries
Contracts Administrator

HJP/bjc

Enclosures

7998

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 18, 1975

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7998, Work Completed January 3, 1975

Project Pacific Hwy. E. @ Young Street (Woodburn)

Highway Pacific East, County Marion

Type of Work Traffic Signal Installation

Contractor Olson Electric Company, Inc.

Recommended Acceptance Date April 18, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
APR 22 '75
REFER TO
FOR
Insp. Inves. R.D. D.R. Sign Ass't

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 4-22-75

(T) 2

CITY OF WOODBURN

550 North First Street Woodburn, Oregon 97071 981-7111

Office of the Mayor

January 23, 1975

1975

Mr. Warren E. Mueller
Resident Engineer
Oregon State Highway Division
P. O. Box 30
Salem, OR 97310

Re: 99E @ Young Street Traffic Signal Installation

Dear Mr. Mueller:

In line with your request of January 20, 1975, you may consider this letter as formal acceptance by the City of Woodburn of the signal installation at the interesection of Highway 99E and Young Street.

Yours truly,

RALPH E. PICKERING
Mayor
REP:cb

cc C. T. Keasey
Dan Harwell

Hopkins
Harwell ✓
Holmes
Prange
Unrein

RECEIVED
FEB 14 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

H. Cox (1)

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE

Project Name PACIFIC HWY E. @ YOUNG ST. (WOODBURN) Contract No. 7998 ~~8020~~

Highway PACIFIC HWY E. (99E) 1-20-25 Prefix No. 24-0605

County MARION F.A. No. T-5030(2)

Final inspection made on 1/20/75 By G. Wimer

in company with In A.M. W. Mueller, F. Lacey & Mayor Pickering. In P.M. G. Wimer with Paul Riedl. (Mayor accepted project for City of Woodburn.)

CHECK LIST

Date			
N/A	Construction signs removed	2:15 P.M. 12/30/74	Opened to traffic
N/A	Salem Office notified to rescind construction speed zone		Regional Materials Certification submitted
1/3/75	Contractor removed equipment from project		
1/15/75	Roadside cleanup completed		

REGION 2 ENGINEER RECEIVED JAN 30 1975
RE ☐ TE ☐ LNE ☐ RTE ☐ ROE ☐
UE ☐ GEO ☐ RSO ☐ REC ☐ RFE ☐

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Lacey will review State mounted directional signing for a position where trucks will not hit signs. New signals make left turn from Pacific Hwy E. easy for traffic. However, cars do not pull forward over the left turn detector due to conflict with trucks making right turn from Young St. to N. Bound 99E. Paul Riedl and I agreed consideration should be given to repainting arrows and lane lines.

All contract work on this project has been completed and recommendation is made for acceptance on 1/20/75. The semi-final estimate will be submitted about 1/27/75.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - Dave Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C.O. Fredrickson
Res. Engineer - W.E. Mueller
Dist.Engineer - F.T. Lacey

Copies sent to all named _____

Obtain letter from City concurring in acceptance

F. T. Lacey DISTRICT ENGINEER

Arnold Kemp Reg. Const. Engr.
(Signed) (Title)

STATE COPY

cc: OSHD (Coulter)
Washington, D. C. HHO-32

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Marion	Oregon

IN COMPANY WITH
Jim Chaney, Location Engineer
G. Wimer, OSHD, Regional Construction Engineer

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
01-20-75	P. V. Riedl, Area Engineer, FHWA	T-5030(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Unsatisfactory	116	COPY SENT 100

FEB 13 1975

PACIFIC HIGHWAY EAST AT YOUNG STREET (Woodburn)

Traffic Signal Installation

Washington

The project work located at the intersection of Pacific Highway East and Young Street in Woodburn consisted in the installation of traffic signals.

A final inspection was made on January 20, 1975.

All contract work was completed on January 3, 1975.

The contract time overran 35 calendar days due to the delay in obtaining the signal equipment.

The project was satisfactorily completed in substantial conformances with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
FEB 19 1975

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7998

J

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
JAN 23'75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CON-5-7998

NOTED
H.S.COULTER

January 15, 1975

RECEIVED
JAN 23 1975
Office of
Assistant State Highway Engineer
1-23-75

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5030(2)

SUBJECT Request Contract Acceptance

Contract 7998, Work Completed January 3, 1975

Project Pacific Hwy. East at Young St. (Woodburn)

Highway Pacific Highway East

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 20, 1975

G. L. [illegible]
Division Engineer

VG:wm

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

Form 81-734-3123

7991

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: PACIFIC HWY E. @ YOUNG ST. (WOODBURN)		WEEK ENDING: JANUARY 10, 1975
		SECTION PREFIX: 24-0605
HIGHWAY: PACIFIC HWY E. (99E)		COUNTY: MARION
NAME OF JOB: PACIFIC HWY E. @ YOUNG ST. (WOODBURN)	KIND OF WORK: TRAFFCI SIGNAL INSTALLATION	
CONTRACTOR: OLSON ELECTRIC CO. INC.	CONTRACT NUMBER: 7998	FEDERAL AID PROJECT NUMBER: T-5030(2)
DATE OF CONTRACT: APRIL 24, 1974	DATE WORK STARTED: NOVEMBER 4, 1974	ESTIMATED COMPLETION DATE: JANUARY 3, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 255
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 116
PROJECT AUTHORIZATION: $34,585.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $31,565.27	ENGINEERING AUTHORIZATION $3,020.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $31,565.27	ENGINEERING COST TO DATE $2,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 72 %	DATE PROJECT WAS COMPLETED: JANUARY 3, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Showers	0		
MONDAY 6	Showers	0		
TUESDAY 7	Showers	0		
WEDNESDAY 8	Showers	0		
THURSDAY 9	Snow	0		
FRIDAY 10	Snow	0		
SATURDAY 4	Rain	0		

RECEIVED
JAN 13 1975
COMPTROLLER

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No Activity
MONDAY 6	Contractor working on minor cleanup.
TUESDAY 7	Contractor working on minor cleanup
8 WEDNESDAY	No Activity
THURSDAY 9	No Activity
FRIDAY 10	Contractor working on minor cleanup.
SATURDAY 4	No Activity

REMARKS

Project completed January 3, 1975 except for minor cleanup.
Estimate contractor will be off the project next Week and semi-final estimate submitted the following week.

SIGNED Edward E Mueller LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-67		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
5		Marion
MODIFICATION NUMBER	(PPM 21-7)	PROJECT NUMBER
1	7-67-71	T-5030(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 23, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 35,026	$ 35,026
Federal Funds	$ 27,372	$ 12,808.42
Other revisions		

This modification is made for the following reasons:

To reduce the federal funds under project agreement to the remaining topics funds available to the City of Woodburn

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E.J. Kuntz

Assistant State Highway Engineer
(Title)

By for G.L. Smith
G.L. Green (Division Engineer)

By _____

_____
(Title)

By _____

_____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. T-5030(2)

PACIFIC HIGHWAY E. AT YOUNG ST. (WOODBURN) SEC.

PACIFIC HIGHWAY EAST IN MARION COUNTY

Salem, Oregon, July 15, 1974

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 1,800.00
	Total		$ 1,800.00

Type Code Y031
Signals (M.P. 32.86)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Temporary Signs	80 sq.ft.	5.50	440.00
Flagmen	50 hour	12.50	625.00
Traffic Signal Installation, Complete	All Required		27,941.00
			$29,406.00

Additional Items

Permanent Signing	All Required		$ 300.00
Controller Testing	All Required		500.00
			$ 800.00
	Subtotal		$30,206.00
	Engineering		3,020.00
	Total		$33,226.00

Length of Project - - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 1,800.00	$ 658.22	$ 570.89	$ 570.89
Signals	33,226.00	12,150.20	10,537.90	10,537.90
Total	$35,026.00	$12,808.42	$11,108.79	11,108.79

Group 1 - 100%

Contract No. 7998

Prefix: 24-0605

SALEM, OREGON
June 26, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

SUBJECT: TOPICS Projects
Agreement Adjustments

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

The Federal funds under project agreement for the projects listed below exceed the funds allocated to the respective cities.

Please adjust the agreements to the amounts as indicated.

CITY & PROJECT	AGREEMENT AMOUNT
[redacted] T-5002(2) Wightman St.-Walker Ave.	$ 67,542.30
CORVALLIS T-5007(2) Corvallis Central Business District	111,694.61
HILLSBORO T-5014(2) T.V. Highway @ S.E. Minter Br. Rd.	69,375.86
ONTARIO EHS-T-5023(3) S.W. 3rd Ave.-S.W. 4th Ave.	29,323.30
[redacted]OODBURN T-5030(2) Pacific Hwy. East @ Young Street	12,808.42

GEZ:ljt

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-67		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Marion
	4-23-74	PROJECT NO.
		T-5030(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E at Jct. SR 214 (Woodburn)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-11-73	
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,026	$ 27,372

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer April 23, 1974

FORM PR-2 (REV. 2-71) PAGE 1 (more) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City agreement approved by the Oregon Transportation Commission on 9-19-73.

Oregon State Highway Division

Federal-aid Project
No. T-5030(2)

PACIFIC HIGHWAY E. AT YOUNG ST. (WOODBURN) SEC.

PACIFIC HIGHWAY EAST IN MARION COUNTY

Salem, Oregon, April 15, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 1,800.00
	Total		$ 1,800.00

Type Code Y031
Signals (M.P. 32.86)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Temporary Signs	80 sq.ft.	5.50	440.00
Flagmen	50 hour	12.50	625.00
Traffic Signal Installation, Complete	All Required		27,941.00
			$29,406.00

Additional Items

Permanent Signing	All Required		$ 300.00
Controller Testing	All Required		500.00
			$ 800.00
	Subtotal		$30,206.00
	Engineering		3,020.00
	Total		$33,226.00

Length of Project - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 1,800.00	$ 1,406.00	$ 197.00	$ 197.00
Signals	33,226.00	25,966.00	3,630.00	3,630.00
Total	$35,026.00	$27,372.00	$3,827.00	$3,827.00

Group 1 - 100%

Contract No. 7998

Prefix: 24-0605

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 16, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 5, 1974 is requested in the award of contract for the Pacific Hwy. East at Young St. (Woodburn) Section, Project No. T-5030(2).

The contractor receiving the award is Olsen Electric Company, Inc., in the amount of $29,406, with Contract No. 7998 assigned. This bid was received on March 28, 1974, and awarded on April 11, 1974.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date APR 18 1974
I concur in the award.

G. L. Green
Division Engineer

RECEIVED
APR 19 1974
PROJECT MANAGEMENT SECTION

7928

S

OREGON STATE HIGHWAY DIVISION

bc: E. S. Hunter
L. W. Rulien
V. E. Skoog
(Attn. C. Haverland)
C. O. Fredrickson

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 12, 1974

Mr. Rolland Baxter
Public Works Director
City Hall
Woodburn, Oregon 97071

Re: TOPICS Project T-5030(2)
Pacific Hwy. East @ Young Street

NOTED
E. S. HUNTER

Dear Mr. Baxter:

This will acknowledge receipt of the City of Woodburn's check No. 1427 in the amount of $12,100 which is the correct amount required as an advance deposit for the subject project.

The contract for this project was awarded to Olson Electric Company, Inc. of Portland on April 11, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By
Gary E. Zehner
Gary E. Zehner
Urban Program Engineer

GEZ:ljt

RECEIVED
APR 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CITY OF WOODBURN
WOODBURN, OREGON

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW.
IF NOT CORRECT PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED.

1427

DATE	DESCRIPTION	BUDGET ACCT. NO.	AMOUNT	P. O. NO.
	City's cost for TOPICS Project - Hwy. 99E & Young Street	21914 21913 21911	5,000.00 6,000.00 1,100.00	

RECEIVED
OSHD FINANCE BRANCH
Check # 1427 Amt. #12100.00
By C.C. Haverland Date 4/14/74
For Young St. Woodburn

TOPICS CLR-DT FILE # 503002

7998

S

bc: E. S. Hunter ✓
L. W. Rulien
V. E. Skoog
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Rolland Baxter
Public Works Director
City Hall
Woodburn, Oregon 97071

Re: TOPICS Project T-5030(2)
Pacific Hwy. East @ Young Street

NOTED
E. S. HUNTER

Dear Mr. Baxter:

The Highway Division opened bids today on the subject project. Four bids were received and the apparent low bidder was Olson Electric Company, Inc. of Portland.

The anticipated project cost based on their bid is as follows:

Contractor's bid		$29,406
Anticipated additional items:		
Permanent signing	$300.	
Controller testing	500.	800
		$30,206
Engineering & Contingencies (14½%)		4,380
		$34,586
Estimated preliminary engineering to date		2,414
	TOTAL	$37,000
Federal funds available		12,800
	BALANCE	$24,200

City's advance deposit per agreement:

50% of Balance = $12,100

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $12,100) payable to the Oregon State Highway Division and FORWARD IT TO Mr. H. S. Cox, County & City Engineer, State Highway Division, Salem 97310.

Very truly yours,

H. S. Cox
County and City Engineer

RICHARD BLADORN

By: Richard Bladorn
Urban Program Engineer

RECEIVED
MAR 29 1974
OFFICE OF
ASSISTANT STATE ...

RB:ljt

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

PACIFIC HWY. EAST AT YOUNG ST. (WOODBURN) SECTION

PACIFIC HIGHWAY EAST

MARION COUNTY

FAP No. T-5030(2)
Traffic Signal Installation

Bids Received March 28, 1974

1. Temporary Protection and Direction of Traffic	All Specified		$ 400.00	400
2. Temporary Signs	80 sq.ft.	9.00 5.50	720.00	440
3. Flagmen	50 hours	11.50 12.50	575.00	625
4. Traffic Signal Installation, Complete	All Specified		32,910.00	27,841
	For Comparison of Bids		$ 34,605.00	29,406

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$34,605.00
Anticipated Additional Items:		
Permanent Signing	300.00	
Controller Testing	500.00	
		800.00
		$35,405.00
Contingencies (4-1/2%)		1,593.23
Engineering (10%)		3,540.50
Estimated Net Authorization, Constr.		$40,538.73

Est. TC TO [illegible]

[illegible]

[illegible]

[illegible]

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #7
MARION COUNTY
PACIFIC HWY E. AT YOUNG ST. (WOODBURN) SECTION
PACIFIC HWY EAST, WOODBURN

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MARCH 28, 1974

L K Comstock [illegible]

Olson Elec. Co. Inc. Portland

Elec. Corp. Salem

Hamilton Elec. Eugene

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
L.S.	Traffic Temporary Protection & Direction of	1			
80 S.F.	Temporary Signs	2			
50 Hours	Flagmen	3			
L.S.	Traffic Signal Installation, Complete	4			

BOND WITH SAFECO

® SAFECO Insurance Company of America registered trademark owner

PRINTED IN U.S.A.

T.

March 25, 1974

(date)

Mr. Rolland Baxter
Public Works Director
City of Woodburn
550 North First Street
Woodburn, Oregon 97071

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Highway East (TOPICS)

Section Pacific Hwy East @ Young Street: Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAR 29 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

3/26/74
(date)

By Rolland Baxter
Director of Public Works, Woodburn, Ore.

By _____
Commissioner

By _____
Commissioner

cc: Duane Ridings

7998

5

April 12, 1974

Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, WA 98660

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the Pacific Highway East at Young Street (Woodburn) in Marion County in the amount of $29,406 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Woodburn and the Federal Highway Administration is received and $12,100 is deposited by the City.

Those conditions were fulfilled and the Administrator of Highways on April 11, 1974, awarded you the project, which has been assigned Contract No. 7998.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 24, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
C. O. Fredrickson
Warren Mueller
William Geibel (SAIF)

U. S. DEPARTMENT OF TRANSPORT IN - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5030(2)

STATE PROJECT NO.
PACIFIC HIGHWAY AT YOUNG ST. (WOODBURN)

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON
3-11-74

PROGRAM NO.

ITEM NO.
T-86

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 1, 1974	MARCH 1, 1974	PRIMARY RT #3 AND SECONDARY RT #102

STATE ROUTE NUMBER
PACIFIC EAST HWY ROUTE #1-E AND HILLSBORO-SILVERTON HWY #140

GENERAL LOCATION:
CITY OF WOODBURN

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) PERMANENT SIGNING $300.00; CONTROLLER TESTING 500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENGR
MAR 13 '74
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-11-74	Warren D. Caspell	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-21-74

FEDERAL AID PROJECT NO.: T-5030(2)

STATE PROJECT NO.: PACIFIC HIGHWAY AT YOUNG ST

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-86

COUNTY NAME: MARION

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	FEBRUARY 21, 1974	PRIMARY RT #3 AND SECONDARY RT #102	PACIFIC EAST HIGHWAY ROUTE 1-E AND HILLSBORO-SILVERTON HIGHWAY ROUTE 140

GENERAL LOCATION:

CITY OF WOODBURN

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. YOUNG'S FEBRUARY 13, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

IN THAT THERE ARE NO ALTERNATE LOCATIONS, IT HAS BEEN DETERMINED THAT LOCATION DECISION IS NOT A FACTOR IN THE DEVELOPMENT OF THIS TOPICS PROJECT.

DESIGN APPROVAL IS HEREBY GRANTED AS REQUESTED IN MR. YOUNG'S FEBRUARY 13, 1974 LETTER.

RECEIVED
FEB 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENG
Info
Inv
R/D
D/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-21-74		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7998

February 13, 1974

To: Vernon V. Ousack, Acting Division Engineer
Federal Highway Administration

From: L. H. Young
Project Management Engineer

Subject: Design Approval
Pacific Highway E. at Young Street (Woodburn)
Project No. T-5035(2)

We hereby request your approval of the design as set forth hereinafter and in the enclosed study report for the subject project.

Design: Full traffic actuated 8-phase traffic signal. The signal is to replace the existing outdated traffic signal at the intersection of the Pacific Highway East and Young Street in Woodburn.

More complete design details are contained in the enclosed study report, which report consists of the following documents:

1 copy - Study report (County and City Memo of January 31, 1974.)

1 copy - City of Woodburn request for traffic project data only (), 1974.

The Highway Division and local officials, having considered all the data including the social, economic and environmental effects, have concluded that the design as set forth hereinabove is suitable for the project.

The proposed project does not constitute a "Major Action" as defined in PPM 90-1 and further based on the fact the proposed project is to facilitate the flow of traffic through the existing intersection it was determined that consideration of alternate location is not a factor as placing the signals at any other location would not provide the desired traffic control.

Public hearing is not required under the provisions of paragraph 6(c) of PPM 20-8.

The project is exempt from State and District 3 clearinghouse A-95 reviews and comments under working agreements dated April 20, 1970 and October 15, 1973 respectively.

The description of the design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

A Negative Environmental Declaration was submitted your office on February 6, 1974.

We further request your authorization to proceed with the P.S.&E. phase of the preliminary engineering for final plan preparation as programmed for the subject Project I-503(2).

Enclosures

cc: [illegible]

cc: F. S. Klaboe
A. L. Johnson
L. S. Hunter
J. J. Verstegt
R. S. Cox
R. R. Chase
L. L. Clifford

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

January 31, 1974

To: Mr. L. H. Young
Office Engineering

B U I L D I N G

Attention Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5030(2)
Pacific Hwy. E. @ Young St.
City of Woodburn

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: At the intersection of the Pacific Highway East and Young Street (Hillsboro-Silverton Highway) in the City of Woodburn.

DESIGN: Replace existing traffic signal with a full traffic actuated 5-phase traffic control signal.

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

NOTED
R. D. [illegible]

RB:ljt

RECEIVED
FEB 1 1974
OFFICE ENGINEERING SECTION

NOTED
L. H. YOUNG

7998

February 8, 1974

INDEPENDENT
P. O. Box 96
Woodburn, Oregon 97071

Attention Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Woodburn, Marion County, Oregon, relative to the City's and State's proposed plans for revision of the traffic signal installation at the intersection of ORE 99E (Pacific Highway East) and ORE 214 (Young Street) within Woodburn.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, February 13, 1974, or the nearest publication date thereto. Submit your billing in triplicate to the Fiscal Officer, Finance Branch, Room 421 State Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, you may call Mr. C. O. Fredrickson, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Att: Notice

cc: City of Woodburn

bc: FHWA
Project Management
Environmental
Finance: 5107-608-04
County & City
public fairs
C. O. Fredrickson,
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
L. E. George
R. N. Chase

DWH:ljt cm

NOTICE REQUESTING HIGHWAY
DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8 promulgated by the Federal Highway Administration, the City of Woodburn and the Oregon State Highway Division are requesting the Federal Highway Administration's design approval for the proposed project consisting of revision to the traffic signal installation at the intersection of ORE 99E (Pacific Highway East) and ORE 214 (Young Street) in Woodburn, Marion County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Division files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

F. B. Klaboe
Administrator and
State Highway Engineer

* * * * * *

2/8/74

INDEPENDENT, Woodburn

7998

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 6, 1974

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT TOPICS Project T-5030(2)
Pacific Hwy. East at Young Street
City of Woodburn

This negative declaration precedes our request for location and design approval of the subject project.

DESCRIPTION AND PURPOSE OF PROPOSAL The proposed project is to modify or replace an existing two-phase traffic signal at the intersection of Pacific Highway 99E and Young Street (Oregon State Route 214, the Hillsboro-Silverton Highway) in Woodburn. The two-phase signal shall be replaced by a five-phase, fully actuated signal. The project will thus provide protected left-turn movements from the left-turn refuges on Pacific Highway East to Young Street (Oregon State Route 214).

Installation of this traffic signal has been given a high priority in the Area Wide TOPICS Plan for the Woodburn, Oregon urban area.[1] The Woodburn City Council

[1]Oregon State Highway Division, Area Wide TOPICS Plan: Woodburn, Oregon (Salem: DOT, 1972).

approved advancement of this TOPICS project July 23, 1973, in adopting Resolution Number 554.

EXISTING ENVIRONMENTAL SETTING

The project site is at the intersection of Pacific Highway East and the Hillsboro-Silverton Highway in Woodburn, Oregon. Pacific Highway East (Oregon State Route 99E) extends through the easterly edge of the Woodburn business district as a four-lane, two-way facility and parallels Interstate 5, which skirts Woodburn to the west. Average daily traffic on the highway at the intersection of the Hillsboro-Silverton Highway is approximately 11,200 vehicles of all types. Within the Woodburn city limits, Pacific Highway East is lined on either side with commercial businesses. Three corners of the Pacific Highway East and Hillsboro-Silverton Highway intersection are occupied by service stations; the fourth corner is occupied by a supermarket. All have access to both highways.

The Hillsboro-Silverton Highway extends from Hillsboro in a southeasterly direction through the cities of St. Paul, Woodburn, and terminates in Silverton. At its intersection with Pacific Highway East, there is an average of approximately 7,000 vehicles per day on this two-lane, two-way facility.

Presently, approximately 17,500 vehicles per day enter the intersection, 3,600 of which are making left-turn movements. Left-turn movements are more frequently made by southbound traffic on Pacific Highway East turning east onto the Hillsboro-Silverton Highway; less frequent are the left turns made by northbound traffic on Pacific Highway East turning west onto the Hillsboro-Silverton Highway.

Records show that, during 1970 and 1971, there were 24 accidents at the intersection. Nine of these accidents involved left-turning vehicles. Such accidents are considered preventable, with exclusive left-turn signalization. During 1972 there were eight accidents recorded for the intersection, six of which were occasioned by turning movements.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Since there are to be no changes in the existing signing, striping, or channelization, this project will cause no changes in traffic patterns. Presently, the facilities are providing a level of service "C," with traffic volumes well below highway design capacity. Installation of a traffic signal will not significantly increase capacity. However, traffic volumes projected for the next twenty years do not exceed the design capacities of these highways. It will therefore be possible to sustain traffic service at level "C" for that period of time.

Provisions for protected left-turn movements from Pacific Highway East to the Hillsboro-Silverton Highway will improve safety at the intersection, significantly reducing the accidents attributable to turning movements.

Temporary interruptions in traffic flow can be expected to come during installation of the signal. Adequate flagging and signing will be provided for the protection and guidance of traffic during the construction period. When the signal is in operation, there will be an increase in the traffic interruption time to allow for the left-turn phase of the cycle. This slight increase in idle time at the intersection will not significantly affect ambient air quality or noise levels.

Installation of the traffic signal will not require acquisition of any right-of-way.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a) and by agreement with the state, this project is exempt from the State Clearinghouse review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse or the local Council of Governments for the O.M.B. A-95 review process.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4; that no right-of-way will be required; and that there will be no change in traffic patterns or volumes; nor is the proposal expected to affect existing or planned land use or significantly adversely affect the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date FEB 14 1974
Division Engineer

EW:bb

cc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
C. O. Fredrickson

WOODBURN

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,550

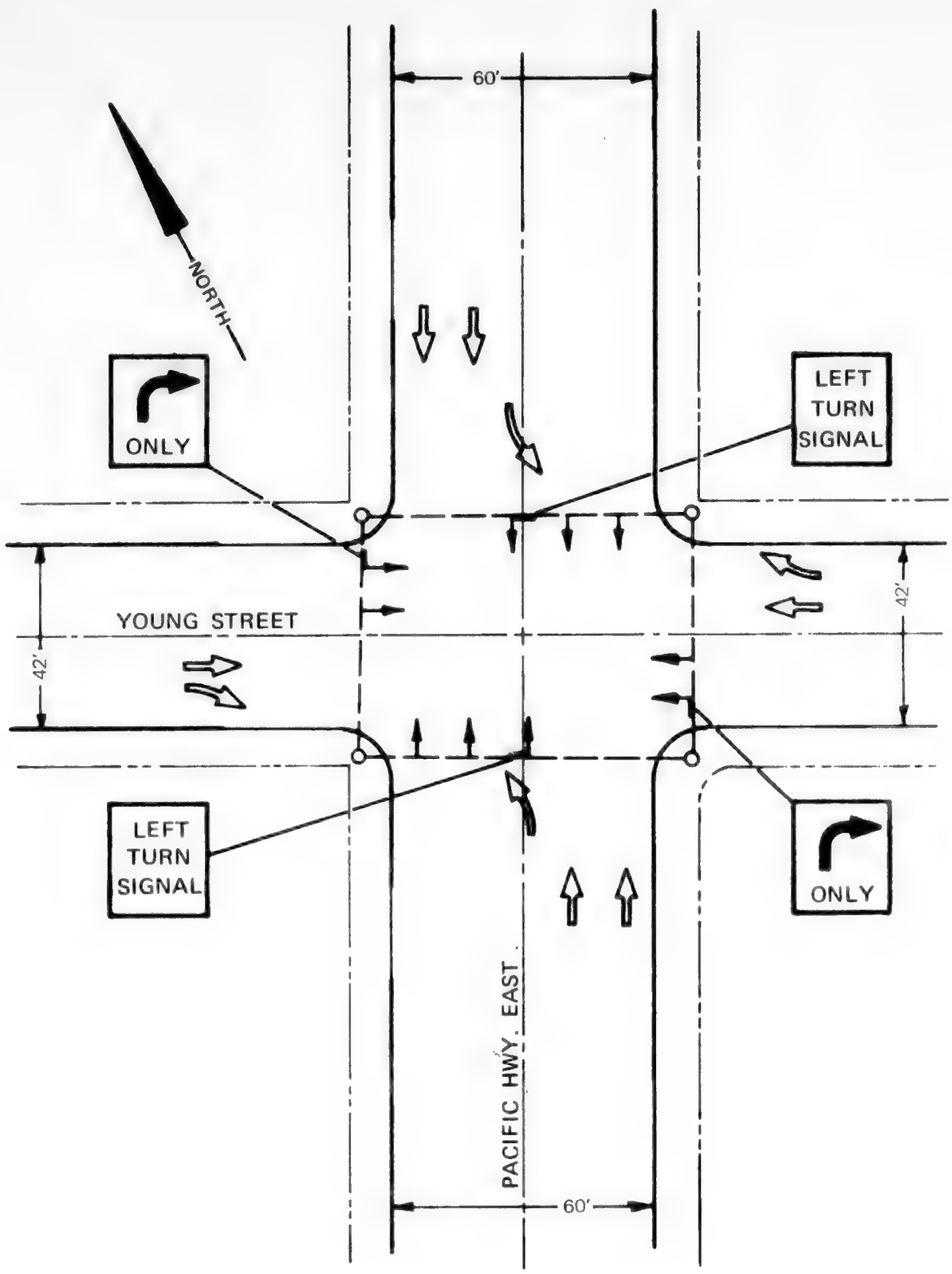
Revised January 1969

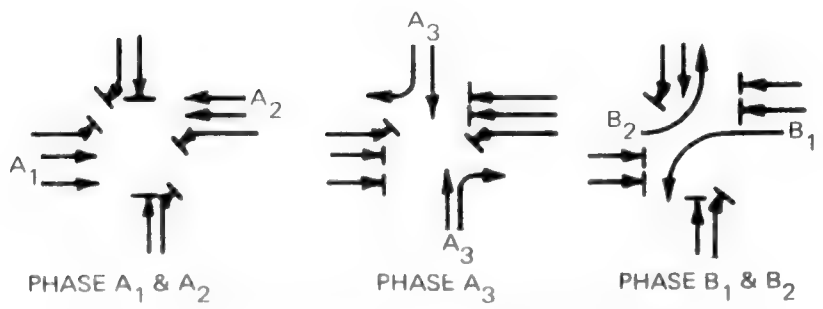
SHEET ARRANGEMENT

LEGEND

- FAI — FEDERAL AID INTERSTATE SYSTEM
- FAP — FEDERAL AID PRIMARY SYSTEM
- FAS — FEDERAL AID SECONDARY SYSTEM-STATE
- FAS — FEDERAL AID SECONDARY SYSTEM-COUNTY
- FAS — OTHER FEDERAL AID SECONDARY-LOCAL
- FAS — TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PROPOSED SIGNING AND CHANNELIZATION
PACIFIC HWY. EAST AT YQUNG STREET
WOODBURN





PREFERENTIAL PHASE ROTATION

CC: J.R. OAKES
R.N. CHASE
J.E. CHIDSEY
C.G. SWENSON
C.O. FREDERICKSON

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

2-1-74

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

SUBJECT: Federal Aid Project No. T-5030(2)

Project Name Pacific Highway East

@ Young Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Woodburn, Oregon,

this 1st day of February, 19 79.

City of WOODBURN

E Walter Lawrence
Mayor

Recorder

R/W File No. none

T

CC: L.E. GEORGE
R.N. CHASE
C.G. SWENSON
C.O. FREDERICKSON
P.V. RIEDL (FHWA)

1-31-74

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5030(2)
Project Name: Pacific Hwy. East
@ Young Street

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at project site or City Shops. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Woodburn, Oregon, this 31st day of January, 1974.

RECEIVED
COUNTY & CITY SECTION
FEB 1 - 1974
☑ ENGR. ☑ COOR. ☐ JE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CITY OF WOODBURN

By [signature]

Title ACTING CITY ADMINISTRATOR

By [signature]

Title Dir. of Public Works

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

NOTE: The temporary controller and cabinet will be retained by State.

3/16/71

TRANSACTION NUMBER 12-34

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-11-73

BY (Signature): MR. YOUNG'S NOVEMBER 28, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 86 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
86	T-5030(2)	0.0	35,000	27,350	PACIFIC HIGHWAY EAST AT YOUNG STREET (WOODBURN) MARION COUNTY.	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS.

RECEIVED
STATE HWY ENGR
DEC 13 73
REFER TO
FOR
E. S. DIS. ASST. ENGR.

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

12-14-73
original to
L. N. Young

NOTED
E. S. HUNTER

RECEIVED
DEC 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-11-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-69

7998

November 29, 1973

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement concerning the upgrading of an existing traffic control signal at the intersection of the Pacific Highway East and Young Street in the City of Woodburn.

We have retained a fully executed copy of this TOPICS agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Attachment
bc H. S. Cox

7998

November 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. T-5030(2)

We are submitting program data for one TOPICS project, Item No. 86, Project No. T-5030(2), "Pacific Highway East at Young St. (Woodburn) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

JG:js

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO. 12-34

DATE SUBMITTED TO W.O. DEC 11 1973

FORM PR-1 (REV. 4-61) 11-28-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21-65): SR 99E at Jct. SR 214 (Woodburn)	ADT	PRESENT: 11,200* 7,000**	FUTURE: 17,900* 10,500** (66)(70)	YEAR: 93 (71)(72)	REGION: 10	STATE NAME: Oregon						
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28-62): P.E., Traffic Signals	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73): B-2	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) (14-23): T-	NUMBER (7): 5030				
4	CLASS OF FEDERAL FUNDS: TOPICS						COUNTY NAME: Marion							
	NAME OF URBAN AREA (17-31): Woodburn						ROUTE NO. S P	FEDERAL-AID: 3 & 102	STATE (32): 1E & 140 (36)	U.S. (37): -				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description) (54-58)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	OTHER FUNDS
5	10			1	PE	3	SR 99E at Jct. SR 214 (Woodburn)	0.0	1,000	780	110	110 (Ci
5					ROW							
5	30	N (11)		3	CONST (CODE) (Safety) Y031	3	"Pacific Hwy. E. at Young St. (Woodburn) Sec."	0.0	34,000	26,570	3,715	3,715 (Ci
								0.0	35,000	27,350	3,825	3,825 (Ci

(16) (23)(24) (39) REMARKS

RECEIVED
COUNTY & CITY SECTION
DEC 13 1973
☐ ENGR. ☑ COOR. ☐ ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

* Pacific Hwy. E.
** Young Street

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES: DEC 11 1973 FHWA OREGON DIVISION	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

12-34

DEC 11 1973

FORM PR-1 (REV. 4-61)

11-28-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
at Jct. SR 214 (Woodburn)	ADT	11,200* 7,000**	17,900* 10,500**	93	10	Oregon	35	077	86

45 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
S						B 2		T-	5030	(2)		

	COUNTY NAME	CODE	PROGRAM STAGE
TOPICS	Marion	047	
Woodburn	ROUTE NO. S P — FEDERAL-AID 3 & 102 — STATE 1E & 140 — U.S. - -		1 OR X 2

	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	3	SR 99E at Jct. SR 214 (Woodburn)	0.0	1,000	780	110	110 (City)	P.E. all phases; Install traffic control signals.
T	3	"Pacific Hwy. E. at Young St. (Woodburn) Sec."	0.0	34,000	26,570	3,715	3,715 (City)	ROW - 60' min.; Access control- none; Parking restrictions- none.
		PROJECT TOTALS	0.0	35,000	27,350	3,825	3,825 (City)	

DATES

REMARKS

RECEIVED
COUNTY & CITY SECTION
DEC 13 1973
☐ ENGR. ☑ COOR. ☐ ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE

* Pacific Hwy. E.
** Young Street

✓

-over-

USCOMM DUSCOMM-DC 48905-P61

PACIFIC HIGHWAY EAST AT YOUNG ST. (WOODBURN) SECTION

PROJECT NO. T-5030(2)

Existing Facilities: 2-phase semi-actuated traffic control signal at intersection.

Pacific Hwy. E. (FAP-3) -- 60' curb section, 4-lane facility.
Young Street (FAS-102) -- 20' curb section, 2-lane facility.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Replace existing traffic control signal with a full traffic actuated 5-phase traffic control signal.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-stat covering maintenance obligations will be prepared to comply graph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time authority to control the use by utilities of the right-of-wa project. A state-city agreement is being prepared to comply graph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - -	$ 300
PS & E Prep - - - - - - - - - - -	700
Total	$1,000

b. 50% of project is on FA Primary System.
50% of project is on FA Secondary System.

NOTE: The project is in Congressional District No. 2.

PACIFIC HIGHWAY EAST AT YOUNG ST. (WOODBURN) SECTION

PROJECT NO. T-5030(2)

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proposed project is classified as "Safety Improvement se it is the opinion of the City and State Highway t the intersection has a potential and actual accident uch magnitude to qualify under provisions of PPM 21-16, fact that the intersection has experienced a high cidents. The proposed signal work, by controlling the ffic, will reduce substantially the number of accidents the intersection.

ight-of-Way: None required.

ssistance Payments: None involved as additional right- t required.

n, Railroads, Airports, Water Developments, Historical onal Areas: None involved.

uirements: Environmental statement will be submitted e with the requirements of PPM 90-1.

Exempt from State Clearinghouse and District 3 review and comments under working agreements dated 70 and October 15, 1970, respectively.

ngs: None required under provisions of paragraph 6c

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - -	$ 300
PS & E Prep - - - - - - - - - - -	700
Total	$1,000

b. 50% of project is on FA Primary System.
50% of project is on FA Secondary System.

NOTE: The project is in Congressional District No. 2.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: November 23, 1973

CITY: WOODBURN SECTION: Pacific Hwy. East @ Young Street

PROPOSED WORK: Traffic Signals

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	34,000	26,570	3,715	3,715	
P.E.	1,000	782	109	109	

FIELD O (300) P.S.& E. Preparation 1,000 (700)

EXISTING FACILITIES:

* DUE TO RECENT WORK AT [illegible] APPROVAL AND THIS WILL PERMIT PAST APPROVAL

Pacific Hwy. E.- 4-travel lanes - 60' AC pavement, curbs.
Young Street- 2-travel lanes - 20' AC pavement

PROJECT DATA:

Replace existing traffic control signal with 5-phase, full traffic actuated traffic control signal.

ENVIRONMENTAL IMPACT STATEMENT: A negative declaration will be prepared.
PROJECT NO.: T-5030( )
ADDITIONAL RIGHT OF WAY: NONE
SYSTEM ACTION: NONE
RAILROADS: NONE
AIRPORTS: NONE
WATER DEVELOPMENTS: NONE
HISTORICAL & RECREATION AREAS: NONE
RELOCATION ASSISTANCE PAYMENTS: NONE
ROUTE DATA: Pacific Hwy. East - FAP 3 Young St. - FAP 102
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 3 CLEARINGHOUSE APPROVAL: Exempted Oct. 15, 1970
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: 1971 - Pacific Hwy. E. 10,400
Young Street 6,800

7/6/71

Richard Bladorn
Urban Program Engineer
County and City Section

79.98

FORM E.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

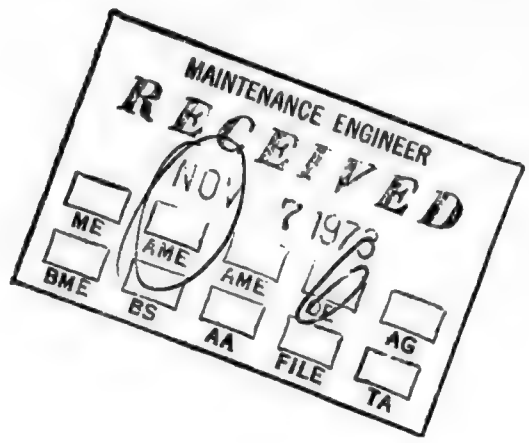
Salem, Oregon

DATE November 2, 1973

TO Carl M. Williams
Maintenance Services Engineer

FROM Robert Judson
Electrical Superintendent

SUBJECT Traffic Signal Controller
99E & Young Street - Woodburn



Considerable trouble has been experienced in the past few months with the signal controller at the above location. The control is an electro-mechanical semi-actuated type that was installed in April of 1952. This type of control is now obsolete and replacement parts are virtually non-existent.

In the interest of safety, personnel from the Signal Shop removed the existing control equipment and installed a new solid state replacement on November 1, 1973.

Total cost of the replacement control is $4200.00.

RJ:lgf

11-7-73
I approved this installation before the fact. Charge will be made to MC 44. Region may wish to transfer the cost.
Carl M. Williams

cc: C. Fredrickson
H.S. Coulter

Form E-39 (Rev. 9-72)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Pacific Hwy. (99E) @ Young St. (woodburn) Date 10-29, 19 73

Highway Pacific East Authorization No. 1

County Marion Survey Prefix 24-0605 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: TOPICS
Prepare plans, estimate, and specifications for traffic signal installation

Estimate of cost:			
	Resident Engr.	(901)	300.00
	Traffic	(911)	500.00
	Specifications	(921)	200.00

RECEIVED
COUNTY & CITY SECTION
JAN 2 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Traffic Office Engr. Field Engineer

Recommended for Approval:
Traffic Control Engr. Regional Engineer

Recommended for Approval:
Traffic Engr. Location Engineer

Approved:
Assistant State Highway Engineer

SP*22604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 12-11-73

7993

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 8, 1973

Mr. Roland Baxter
Public Works Director
City Hall
Woodburn, Oregon 97071

Re: TOPICS Project T-5030(2)
Pacific Hwy. East @ Young Street

Dear Mr. Baxter:

Attached is a copy of a report concerning illumination at the subject intersection.

Additional luminaire units will not be included as part of this project unless specifically requested by the city.

This project is presently scheduled for bid opening on March 28, 1974. A proposed City-State agreement covering job particulars is being reviewed by our staff. As soon as it is approved the agreement will be forwarded to you for approval and signature. No further action by city concerning the project is necessary at this time.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

bc: R. L. Schroeder
J. L. Sollis
L. E. George
C. O. Fredrickson

RECEIVED
OCT 9 1973
Office of
Assistant State Highway Engineer

T

CITY OF WOODBURN

550 North First Street · Woodburn, Oregon 97071 · 981-XXX 5020

Department of Public Works

October 3, 1973

Richard Bladorn
Urban Program Engineer
County & City Section
Highway Division
405 State Highway Bldg.
Salem, OR 97310

Dear Mr. Bladorn:

Please accept my apology for this late reply in regards to street lighting for the TOPICS project at Young and 99 in Woodburn. There is currently only one street light at the intersection and an observation during night hours indicates that additional lighting should at least be considered.

We understand that our TOPICS project has been approved by the Highway Commission. If possible, we would like to receive a tentative or approximate schedule for the project and an indication of the next step required of the City.

Your time and consideration is appreciated.

Yours truly,

Kolland Baxter
Public Works Director

RB/blf

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1973
ENGR. CGGR. OE AE UE
UPE CE RE RPE

cc: L.E. George
R. Kuehn (Region II)

24-08 Woodburn

T

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 5, 1973

TO Dick Bladorn, URBAN PROGRAM ENGINEER

Richard Kuehn

FROM Richard A. Kuehn, REGION TRAFFIC ENGINEER

SUBJECT Illumination Requirements
Pacific Highway East
At Young Street
Woodburn

On the evening of August 27, I observed this intersection to determine if additional illumination should be included in the proposed plans for updating the existing traffic signal at the intersection of Oregon 99E and Young Street. Presently, there are luminaire units at about 200 foot spacing along the east side of Oregon 99E. One of these units is located very near this intersection. In my opinion, this area is adequately lighted and additional luminaire units at the intersection are not required.

Jim Butler of the Traffic Section stated that whether or not luminaire units are included as part of the signal design is usually up to the discretion of the City officials. In this case, where the cost of this project will overrun the available topics funds and, therefore, the City would have to pay a higher percentage of the cost of these luminaires, it would probably be cheaper for them to have PGE install additional units if they feel they are required.

RAK/lt

RECEIVED
COUNTY & CITY SECTION
SEP 6 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

7995

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Donald D. Stilwell
City Manager
City Hall
Woodburn, Oregon 97071

September 19, 1973

Re: TOPICS Project Request
Pacific Hwy. East @ Young Street

Dear Mr. Stilwell:

Your request for a Federal Aid TOPICS project at the subject location was approved by the State Transportation Commission today. Attached for your information is a summary describing the project.

In the near future we will forward a project agreement covering job particulars for your consideration.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: R. L. Schroeder
C. O. Fredrickson

NOTED
R. L. SCHROEDER

CITY OF WOODBURN
Proposed TOPICS Project

Pacific Highway East @ Young Street (Woodburn) Section.

Traffic signal installation, $35,000.

Install five-phase, full traffic-actuated traffic signals.

A public hearing will not be required.

PROPOSED TOPICS PROJECT

N

WOODBURN

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,550

Scale in Feet

Revised January 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE
OTHER NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY
RR
CITY HALL
ARMORY

CITY OF WOODBURN

550 North First Street Woodburn, Oregon 97071 981-9115

Office of the City Manager

12 July 73

RECEIVED
COUNTY & CITY SECTION
JUL 16 1973
ENGR. COOR. LE AE UE
UPE CE RE RPE

Mr. Richard Bladorn
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Bladon:

The Council has determined that the City is not financially able to complete its original request for improving West Church Street, West Lincoln Street and Settlemier Avenue utilizing TOPICS monies. As you know the estimate by the State was considerably higher than the one in the TOPICS study.

At its 9 July 73 Council meeting the Woodburn City Council directed that its original TOPICS improvement request involving Project #1 be deleted and Project #2 - Signal Revision - Oregon 99E and Young Street, be initiated.

Would you please advise me whether you need any further direction or information from the City.

Thank you.

Sincerely,

Donald D. Stilwell,
City Manager

DDS:rs

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date July 16, 1973

Name of City Woodburn
Major Street Name Oregon 99E & Yong Street
Section Name Intersection

Location of Project (Attach sketch map) Length Intersection
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? Yes Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? _____ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Highway 99E is a state jurisdiction roadway

General description of proposed project: replace existing two phase semi-actuated signal with five phase fully actuated signal to allow turning movement
(SEE ATTACHED)

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Oregon 99E & Young Street

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

COUNTY & CITY
JUL

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple X

4. Is interconnection for coordination necessary? No Remarks: ___
_____
_____
If so, by cable or leased telephone line? _____

5. Type of Suspension: To be determined
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: To be determined

7. Present Signalization: Two phase semi-actuated
_____

8. Other Remarks: _____
_____
_____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____
_____
_____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground _____

12. Present Illumination: _____

_____

_____

_____

_____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: _____

3. Typical Cross Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

_____

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 20,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 35,000 (1)
3. Date Match Money is Available: Immediately
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $

Footnotes: (1) City and State to share equally in costs over Topics Funds. Money is budgeted.

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Adopted by all appropriate agencies

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** In a two year period (1970-71) a total of 24 accidents were recorded at this intersection. Nine accidents involved left turns from 99E. With the new 214 bypass nearing completion, left turns are anticipated to increase in number.

3. **This Project Would Accomplish the Following:** Allow left turns to be made on a protected phase movement. This should reduce the accident rate at this intersection.

This application is not complete unless a sketch map showing the location of the project is attached.

The Woodburn City Council on the 23rd day of July, 19 73, adopted Resolution No. 554 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Donald D. Stowell

By Barney O. Bussin

T-1-69
(rev. 12-70)

COUNTY CLERK
JUL 31 1973

Environmental Statement To Accompany
TOPICS PROJECT REQUEST
for
Signalization at 99E and Young St.

LOCATION & DESCRIPTION OF PROJECT

Highway 99E is a State highway and Young St. is a major arterial street connecting to Highway 214. The intersection of 99E, Young Street and Highway 214 is presently signalized but does not provide for turning movements.

This project would provide for turning movements from 99E to Young St. - Highway 214 under a protected turning phase. Additionally, the project may provide for protected turns to Highway 99E.

PURPOSE OF PROJECT

The purpose of the project is to improve motorist safety and mobility. Additionally, the project will provide for some added pedestrian safety.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Adjacent properties are developed as commercial and industrial properties. There exists no detrimental impacts on adjacent lands. Congestion at the intersection should be reduced.

No additional right-of-way is required and no businesses or residences will be displaced.

There are no park or recreation areas or other open spaces that will be affected by this project.

PROJECT 2 - Signal Revision - Oregon 99E and Young Street

In the two year period 1970-71, a total of 24 accidents were recorded at the intersection of ORE 99E and Young Street. Of these, nine involved left turns from the highway which are considered preventable by providing exclusive left-turn signalization. Completion of the highway by-pass, presently under construction, to the north of Woodburn will reroute traffic through this intersection causing the volume of southbound to eastbound left turn traffic to increase. For these reasons it is recommended that the existing two phase, semi-actuated signal be replaced with a five phase, fully actuated signal which would allow the left turns from the highway to be made on a protected phase movement.

A more exact determination of costs for this signal revision has not been determined at this time but indications are that approximately $19,000 would be a minimum cost with the possibility of costs in the vicinity of $25,000-30,000 for a completely new installation depending upon the salvage value of existing poles, signal heads, detection, etc.

PROJECT 3 - Signalization - Oregon 99E and Lincoln

A two phase, fully actuated traffic signal is recommended to control the intersection of Lincoln Street with Oregon 99E. The cost for this project (Figure 9) is estimated at $20,000.

This intersection was established as a problem area in both the capacity and accident analyses. Volumes on Lincoln west of the highway are presently 85% of the service volume and the intersection had the second highest accident frequency in the Urban Area for the 1970-71 years.

Marion County recently completed an improvement project at this intersection by realigning Lincoln on the east side of the highway. Based on the predominant types of accidents previously experienced (see Appendix B), it is expected that this change will improve the future accident picture. Present volumes on the highway and on Lincoln Street meet the Minimum Vehicular Volume Warrants in The National Manual on Uniform Traffic Control Devices.[11] A two

---

[11] Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation, Federal Highway Administration, 1971, p. 236.

RESOLUTION NO. 554

A RESOLUTION REQUESTING ADOPTION AND APPROVAL OF THAT CERTAIN TOPICS PROJECT RELATING TO SIGNALIZATION AT YOUNG STREET AND HIGHWAY 99E IN THE CITY OF WOODBURN, REPEALING RESOLUTION NO. 546, AND DECLARING AN EMERGENCY.

WHEREAS, the Common Council of the City of Woodburn has approved and adopted by motion the TOPICS report on file in the office of the City Recorder, and said report has also been approved by the appropriate authorities of Marion County, Oregon, Council of Governments, and the State of Oregon, and

WHEREAS that certain TOPICS project relating to installation of multiphase traffic signals at the intersection of Young Street and Highway 99E in the City of Woodburn is believed to be in the public interest at this time, now therefore,

THE COMMON COUNCIL OF THE CITY OF WOODBURN DOES RESOLVE:

Section 1. That the City Manager of the City of Woodburn be and is hereby directed to formally request of the State of Oregon that that certain TOPICS project cited above be approved by all appropriate authorities and that said project be initiated as soon as possible.

Section 2. Resolution 546, calling for the improvement of Settlemier Avenue between Church and Lincoln Street in the City of Woodburn is hereby repealed.

Section 3. This resolution being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist and this resolution shall take effect

immediately upon passage by the Council and approval by the Mayor.

APPROVED: E. Walter Lawson
E. WALTER LAWSON, MAYOR

Passed by the Council	July 23, 1973
Submitted to the Mayor	July 23, 1973
Approved by the Mayor	July 23, 1973
Filed in the Office of the Recorder	July 23, 1973

ATTEST: Barney O. Burris
BARNEY O. BURRIS, Recorder
City of Woodburn

TABLE 2

Accident Locations by Year and Type

INTERSECTION	1970						1971					
	RE	TM	RA	Oth.	Inj.	Tot.	RE	TM	RA	Oth.	Inj.	Tot.
ORE99E & Young	1	11	1	1	3	14	2	5	3	0	1	10
ORE99E & Lincoln	1	1	5	0	2	7	1	2	1	0	0	4
ORE99E & Hardcastle	1	1	1	0	3	3	0	2	1	1	0	4
ORE99E & Cleveland	2	3	0	0	0	5	0	1	0	1	2	2

RE - Rear End

TM - Turning Movement

RA - Right Angle

Oth. - Other

Inj. - Injury

Tot. - Total

TABLE 3

Hazard and Severity Indices for Critical Intersections

City of Woodburn

INTERSECTION	NUMBER OF ACCIDENTS				HAZARD INDEX*		SEVERITY INDEX	
	1970		1971		1970	1971	1970	1971
	Tot.	Inj.	Tot	Inj.				
OREGON & Young (Rank)	14	3	10	1	3.35 (2)	2.39 (1)	7.48 (1)	3.76 (2)
OREGON & Lincoln (Rank)	7	2	4	0	1.41 (3)	0.80 (4)	3.43 (4)	0.80 (4)
OREGON & Hardcastle (Rank)	3	3	4	0	1.08 (4)	1.44 (3)	7.29 (2)	1.44 (3)
OREGON & Cleveland (Rank)	5	0	2	2	3.88 (1)	1.55 (2)	3.88 (3)	10.46 (1)

*Indices are ranked such that a higher value indicates a greater degree of Hazard or Severity.

HARSTAD ASSOCIATES, INC.
ENGINEERS · PLANNERS

COLLISION DIAGRAM

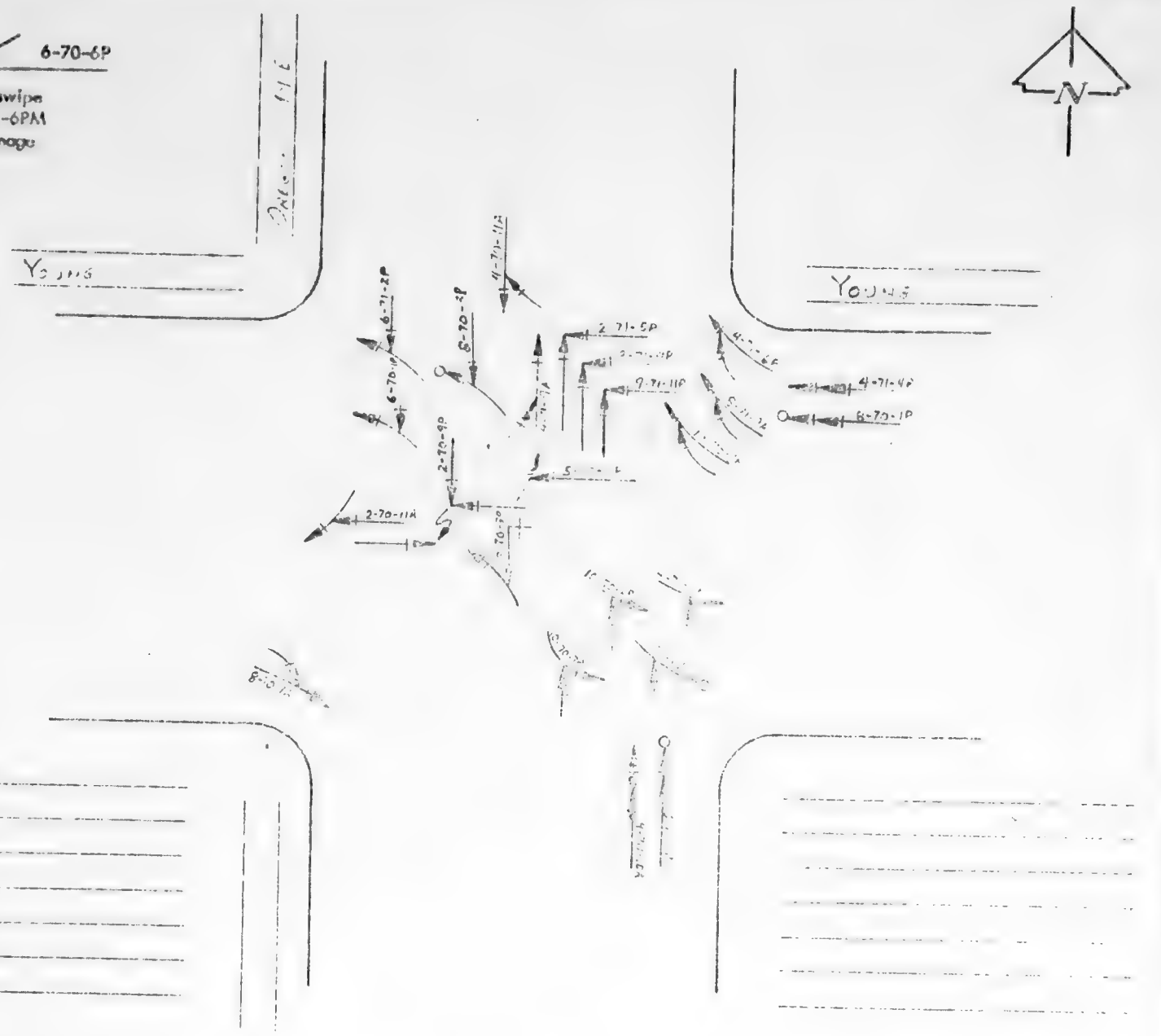
Intersection of OREGON 11E and YOUNG STREET

Period Covered 1970 1971 Drawn by DEH Date 9/28 [illegible]

Example:

6-70-6P

Collision – Sideswipe
June, 1970-5-6PM
Property Damage



● Person Killed	Collision – Rear-end	Path of Pedestrian	Vehicle Parked
Pedestrian Killed	Collision – Head-on	Path of Vehicle	Property Damage
○ Person Injured	Collision – Sideswipe	Path of Animal	Animal (Domestic)
Pedestrian Injured	A.M.	Vehicle Moving	Vehicle Overturned
Property Damage Only	P.M.	Vehicle Stopped	Vehicle Skidding

Collision Type		Non-Fatal	Fatal	Injury	Property Damage Only	Total	Pedestrian	Bicycle	Motorcycle	Wet Road	Snow or Ice	Under Influence	Speeding	Driver Inexperience	Driver Over 65	Driver Under 21	Hit and Run	Night
Angle																		
Head-On																		
Rear-End																		
Sideswipe																		
Turning Movement																		
Parking																		
Non-Collision																		
Fixed Object																		
Pedestrian																		
Backing																		
Miscellaneous																		
TOTAL																		
Night Only																		

* Indicate year, sex, age bracket, etc., as appropriate.

7993

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 4Q

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed TOPICS Projects

File Sec. of State
A. E. B.

There will be before you at the September 19 meeting requests for TOPICS projects from the Cities of Medford, Salem, and Woodburn. All three are for the installation of traffic signals, one intersection each in Medford and Woodburn and four intersections in Salem.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS Program.

I recommend approval of these requests.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. E. George
V. E. Skoog
L. H. Young
Victor D. Wolfe
J. H. Versteeg
C. O Fredrickson
A. Shirley, Jr.
Gary Sund
Bob Whipps

RHB:lat dpy

Copy

SUMMARY, TOPICS FUNDS
Fiscal Year 1970, 1971, 1972, and 1973 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
MEDFORD	Birch Avenue-Crater Lake Highway Rogue Valley Highway Traffic signal, channelization, and illumination	$ 45,000	$ 5,000
SALEM	State Street @ 24th Street, 25th Street and Airport Road Broadway N.E. @ River Road N. Traffic signals and channelization	130,000	14,000
WOODBURN	Pacific Highway E. @ Young Street Traffic signal	35,000	11,000
	TOTALS	$210,000	$30,000

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970, 71, & 72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	446,000	4,599,000
Balance	--	424,000	424,000
Proposed New Projects: 9/19/73	--	132,000	132,000
Unprogramed Balance	--	$292,000	$ 292,000

Tab 73-d
9/5/73

7999 Jantzen Beach Int. on Rte. 1974
Hwy. at N. of Interstate Br.
(Traffic signal installation)

7111

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COPY

cc: OSHD (H S Coulter
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12/18/75	C. T. Christianson, Area Engr		I-5-6 (81) 309
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/5/74	4/18/75	%	220 Calendar Days
APPROVED EXTENSIONS	**LOCATION**		
11 Calendar Days	I-5 Between Oregon Slough and the Columbia River River		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JANTZEN BEACH INTERCHANGE
Traffic Signals

The purpose of this project was to signalize intersections at outer ramp termini on the eastery and westery sides of this interchange. Signalization was necessary to provide orderly and safe movements of heavy traffic resulting from rapid commerical development on Hayden Island.

The work was completed at a final estimated cost of $85,243.37 representing a 3.5% overrun.

COPY SENT

DEC 24 1975

Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
Original signed by C. T. CHRISTIANSON C. T. Christianson		Original signed by G. K. Hossner E. J. Valach	
TITLE	DATE	TITLE	DATE
Area Engineer	12/18/75	District Engineer	DEC 24 1975

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 7999

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	I-5-6(81)309	URBAN X

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED / DATE COMPLETED / TOTAL NO. BRIDGES
		CONSTRUCTION TYPE CODES				DATE STARTED: June 6, 1974
	20	FINAL CONSTRUCTION COST	DOL.	72,820		DATE COMPLETED: December 5, 1974
	21	LENGTH OF PROJECT	MILES	0		TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B	ITEM	DESCRIPTION	UNIT	QUANTITY	
	30	LABOR — TOTAL MAN HOURS		737	GROSS EARNINGS 3,483
	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	54,223	
	9	PETROLEUM PRODUCTS	GAL.	1,400	
	1	CEMENT	BBL.		
CARD C	2 / 92	AGGREGATES PURCHASED	TON. / CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT	1	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.	900	
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	307	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 / 95	AGGREGATES PRODUCED	TON / CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.	30	
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract or work, respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no placement of ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT 2a and PT 4 of HIGHWAY STATISTICS for the published tabulations of highway construction material usage factors and man-hours worked on highway construction labor in PUBLIC ROADS, Volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment owned, overhead, and profit which are not required to be reported. If the final construction cost does not vary a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In each case, it should be determined that the figures reported are correct, a statement should be made on plain sheet, of paper marked "Remarks," to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimate of Federal-aid and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items.

Item 1 - Report number of barrels of cement used in project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and steel piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased or reported and that are ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report, by size and weight, total products test approximately for foreign [illegible] and 8 inches in diameter, tubular piling, etc.

Items 17, 18 and 19 - Report total [illegible] linear feet, of all types of [illegible] and [illegible].

Item 22 - Report [illegible] total cost, to the nearest [illegible] construction [illegible] and [illegible] of Federal-aid work on the project, including the cost of [illegible] and lighting and the cost of [illegible] specifically listed in Item. Costs of equipment or equipment rental and the cost of operating the equipment, except the cost of [illegible] lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, [illegible] not considered to be supplies. Costs of mobilization and administrative costs should not be included. The amount included for aggregates produced should be only the cost paid by the contractor to [illegible] and should not include the costs of excavating, processing, loading and hauling. Wages and man hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report [illegible] amount of [illegible] types of signs including [illegible] posts, [illegible] and supports, etc. Do not include traffic signals.

Item 24 - Report total contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.

Item 25 - Report, by size, number of linear feet of corrugated aluminum pipe.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

1074

R

June 3, 1975

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

A post-final payment for $825 will be made to L. K. Comstock & Company, Inc., on Contract No. 7999 for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $69,229.95. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc L. K. Comstock & Company, Inc.
136 West 9th Avenue
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7999

R

May 14, 1975

L. K. Comstock & Company
136 West Ninth Avenue
Albany, OR 97321

Gentlemen:

Your request for an extension of time on Contract No. 7999 for work on Jantzen Beach Interchange signal project in Multnomah County has been reviewed.

Careful consideration was given to the reasons you submitted. On the basis of the available facts, the contract time is hereby extended from 220 to 231 calendar days. This extension will delete all liquidated damages assessed.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
Jerry Street

DL:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7999 Contractor L. K. Comstock & Company, Inc.

Highway Pacific

Section Jantzen Beach Interchange

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 11 day extension of contract time because of delay in delivery of materials. This deletes $825 of liquidated damages assessed at $75 per day.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

~~H. G. Hall~~ State Highway Engineer

SP*6296-734

Contract No.	7999
Project designation	I-5-6(8)309 State-Federal
Date awarded	
Work started	June 6, 1974
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 9, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-5-6(81)309
Jantzen Beach Interchange (Signals)
Contract 7999
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with the time extension of 11 days based on the reasons set forth in Mr. Coulter's May 6, 1975 request.

for G. L. Green

5-13-75 RECEIVED
MAY 13 1975

NOTED
L. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 13 '75
REFER TO
FOR
Info | Inves. | R.D. | D.R. | Sign | Act | File

NOTED
H.G. COULTER

7999

CON 5

Robert W. Straub
XXXXXXXX

DATE May 6, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7999
Jantzen Beach Interchange (Signals)
FAP No. I-5-6(8)309

The contractor has requested an 11-day time extension based on delay in delivery of materials. The Special Provisions for this contract provide that in addition to the causes listed in subsection 108.09 of the Standard Specifications, the engineer will consider a delay in delivery of materials as a cause for adjustment of time.

The contractor has provided documentation of timely placement of orders in April 1974 and from his suppliers, Singer Traffic Controls, Westinghouse Electric Supply Company, and Pacific Union Metals, indicating that slow deliveries of steel and component parts to their shops caused late delivery to the field. Shortages and late delivery of steel were common and industry-wide during this 1974 period.

Other factors such as extra work performed (P.A. 1 - bikepath) and a revision in power supply source would also in themselves justify the time extension requested by the contractor.

Your concurrence is requested in an 11-day extension to delete all liquidated damages.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 5, 1975

FILE: CON 5 #7999

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Jantzen Beach Interchange (Signals)
Contract No. 7999
Time Extension Request

The Jantzen Beach Interchange signal project, Contract No. 7999, was awarded to L. K. Comstock and Company, Inc. on April 19, 1974 with 220 calendar days specified. Work was completed on December 5, 1974 with 231 days charged and 11 days liquidated damages assessed at $75 per day.

The contractor has cited delay in delivery of materials as his basis for a time extension request. The Special Provisions for this contract provide that in addition to the causes listed in Subsection 108.09 of the Standard Specifications, the engineer will consider a delay in delivery of materials as a cause for an adjustment of time.

The contractor has provided documentation of timely placement of orders in April, 1974 and from his suppliers, Singer Traffic Controls, Westinghouse Electric Supply Company, and Pacific Union Metals Division, indicating that deliveries of steel and component parts to their shops resulted in late delivery to the field. Shortages and late delivery of steel were common and industry-wide during this 1974 period.

Other factors such as extra work performed (P.A. 1 - Bikepath) and a revision in power supply source would in themselves justify the time extension requested by the contractor.

I, therefore, recommend that the contract time be extended from 220 to 231 calendar days. This extension deletes $825 of liquidated damages assessed.

This is a Federal-aid project and concurrence of the FHWA is required.

Rough draft letters to the FHWA and the contractor are attached.

JAB:DL:fr

Att.

cc: Robert Church

RECEIVED
MAY
Office
Assistant State

SINGER

TRAFFIC INFORMATION SYSTEMS

PLEASE ADDRESS REPLY TO: 1105 KERN AVENUE, P.O. BOX 6040, SUNNYVALE, CALIFORNIA 94086 • PHONE: 408/735-9500

TCS/0950
March 6, 1975

L. K. Comstock & Company
136 West 9th Street
Albany, Oregon 97321

Attn: Mary Leffner

Subj: P. O. 6020042-18, Jantzen Beach Interchange
Singer Job J74-1223

Dear Mary:

As a result of your conversation with Dick D'Alessandro and the undersigned, we have reviewed the deliveries of the signal equipment for subject project.

The signals were originally scheduled for delivery to L. K. Comstock by July 1, 1974; however, due to the unavailability of Pedestrian Signal Reflectors and Pedestrian Pushbutton Signs, the signals had to be re-scheduled. The bulk of the equipment shipped on July 24, 1974 and the Reflectors and Signs shipped in August, 1974.

Subsequently we have made several shipments of signal equipment which our records indicated had previously shipped to you. The delivery of those shipments were made in an expeditious manner subsequent to arrangements agreed upon between L. K. Comstock and The Singer Company, and deliveries were effected prior to the contract completion.

We sincerely feel that under the circumstances, the State of Oregon will be considerate of this situation and appreciate the fact that The Singer Company and L. K. Comstock endeavored to complete this project on a most timely basis.

Sincerely,

Tina Nelson

Tina Nelson
Administrator

PURCHASE ORDER

L.K. COMSTOCK & COMPANY, INC.

Engineering – Construction

(1-3)

DATE OF ORDER: 4/23/74

ORDER NO. 6020042-18

☑ 155 EAST 44TH STREET NEW YORK, NEW YORK 10017	☐ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO 44109
☐ 2521 LONG BEACH ROAD OCEANSIDE, NEW YORK 11572	☐ P.O.BOX 2127 OAKLAND, CALIFORNIA 94621	☐ 925 LIBERTY AVE. PITTSBURGH, PA. 15222	☐
☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 MCGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO: Singer Traffic Controls
PO Box 6040
Sunnyvale, CA 94086
VENDOR

SHIP TO: L.K. Comstock & Company, Inc.
c/o Jantzen Beach Interchange
Portland, OR 97217

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
7/1/74		Best Way	Job Site	Usual

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
1	1	2Ø Controllers	369				
2	1	Multi Ø controller					
3	12	Push Button w/signs					
4	2	Type D Ped signals					
5	4	Type E Ped Signals					
6	2	Type J Ped Signals		LOT			$16,408
7	16	Vehicle signals					
8	1	Left trun signal illuminated sign					
9	1	Right trun signal illuminated sign					
10	11	Terminal cabinets w/terminal blocks					

9-3-74
16,383.00

11 copies of submittals required for approval by 5/10/74

Certificates of compliance required w/ shipment Contract #7999

12-20-74 25.92
199.11

Material to meet job jplans and specifications. ✓

Hold for release subject to approval

Controllers to be shipped to State of Oregon for testing

Material required on job site 7/1/74

CONF TO DICK DALESSANDRO

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS.NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER Mary B Lefkow

THIS ORDER NOT VALID UNLESS SIGNED

SALES ORDER

No. J74-1223-3

SUNNYVALE
SHREVEPORT XXXXXXX

SINGER
TRAFFIC CONTROLS

CUSTOMER ORDER NUMBER	QUOTE NO.	CONTRACT REF. NO.	TERMS	TAXABLE	RESALE NO.	FOB	PAGE
6020042-18	074-M11,209	68952-3	NET 30	NO		ORIGIN	1 OF 2

SOLD TO
L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

SHIP TO
L. K. Comstock & Company, Inc.
c/o Jobsite
16505 S.W. Roosevelt Street
Lake Oswego, Oregon 97034

RECEIVED
NOV 04 1974
SINGER T.I.S. DIV.
SHREVEPORT

DATE	SALESMAN/LOCATION	MARK PACKAGE	SHIP VIA	DUE DATE	PENALTY DATE	DAMAGE RATE
10/31/74	SHV	6020042-18	BEST WAY - AIR	SEE NOTES		

ITEM NO.	QUANTITY ORDERED	PRODUCT CODE	DESCRIPTION	SHIPPED	BACK ORDERED	SHIPPED	BACK ORDERED	SHIPPED	BACK ORDERED
			JOB: JANTZEN BEACH INTERCHANGE JANTZEN BEACH/PACIFIC HIGHWAY						
			SHIP THE FOLLOWING EQUIPMENT						
	1	030	LA/W PPB Sign 9 X 12 Per TES Dwg. #1489						
	1	030	Mount for Ped Signal (Type H) Per TES Dwg. 1472						

NOTES:

1. The above requirement is to replace incorrect material received by L. K. Comstock .
2. Upon receipt of the above, L. K. Comstock will return the following material to Singer:
   a) 1 ea RA/W PPB Sign
   b) 1 ea Type G Mount
3. No price change per this order.
4. Shreveport section consist of Page 1 of 2 only.
5. Above to Ship NLT 11-8-74.

IN CASE OF SHIPPING DAMAGE, FILE CLAIM WITH DELIVERING CARRIER AT ONCE.

SHOP ORDER/ENGINEERING (SV)

NO. J74-1223-5

SHREVEPORT XXXXXXX

SINGER
TRAFFIC CONTROLS

CUSTOMER ORDER NO.	CONTRACT NO.	TERMS	SALESMAN	ORIGIN	PAGE
6020042-18 ADD ON	68952-5	NET 30	NO	ORIGIN	1

SOLD TO
L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

SHIP TO
L. K. Comstock & Company, Inc.
136 West 9th Street
Albany, Oregon 97321

ATTN: MARY LEFFNER

11-22-74

DATE	SHIP VIA	SEE NOTES	AIR P.P.	SEE NOTES	
11-21-74	SHV	SEE NOTES	AIR P.P.	SEE NOTES	11/22/74 Rec'd P.C.

			JOB: JANTZEN BEACH INTERCHANGE - JANTZEN BEACH/PACIFIC HIGHWAY	
			SHIP THE FOLLOWING EQUIPMENT IMMEDIATELY	
1	2	037	Hanger P/N 11191	2
2	4	037	Sets of Screws (Total of 16 Screws) P/N 11016	4
3	4	037	Standard Socket P/N 12149-A	4
4	4	037	Retainer, Socket P/N 11769	4

Rush!

NOTES

1. This order to ship Air RLT 11-22-74.
2. Mark all packages with the customer P.O. 6020042-18 Add On, and the contents of each carton.
3. Invoice to reflect customer P.O. 6020042-18 Add On.
4. Total amount per this change is $25.92.
5. Verbal order to D. D'Alessandro from Mary Leffner.
6. Items 2 thru 4 are being furnished at no charge.
7. All material to conform to State of Oregon Specs. & Special provisions of this contract.

6020042-18

11-25 Ord

ALL SALES ARE SUBJECT TO SINGER TRAFFIC INFORMATION SYSTEMS STANDARD TERMS & CONDITIONS OF SALE UNLESS OTHERWISE AGREED TO BY BOTH PARTIES IN WRITING.

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

BOX 8530, CANTON, OHIO 44711 • TELEPHONE (216) 454-8111

PLEASE REPLY TO:
ROOM 108 VILLAGE SQUARE OFFI
12750 S.W. PACIFIC HIGHWAY
TIGARD, OREGON 97223
TELEPHONE: (503) 639-8112
TELEX: 36-0469

March 12, 1975

Westinghouse Electric Supply Company
Box 2968
Portland, Oregon 97208

Attention: D. Finck

Subject: Your Order DS-6104-4209
Our Order F-4624
O.S.H.D. Project I-5-6(81)309
Jantzen Beach Interchange
Portland, Oregon

Dear Sir:

This letter has reference to the shipment of the subject order. At the time this job was quoted on March 28, 1974, the estimated time for shipment of the material involved was 120 days. This also held true at the time the order was entered, on April 23, 1974. However, during manufacture, steel and component deliveries caused a delay in the shipping date of this order.

At the time this order was manufactured, a material shortage was apparently an industry-wide situation, which played havoc with production and, consequently, shipping commitments.

Very truly yours,

R. J. Blair
Sales Representative
Northwest District

RJB:gh

RESIDENT BRIDGE ENGR.
RECEIVED
MAR 18 1975
JERRY C. STREET

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC.

Engineering – Construction

1-5

DATE ORDERED: 4/23/74

ORDER NO.: 6020042-20

☐ 155 EAST 48TH STREET NEW YORK, NEW YORK 10017	☒ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO, 44109
☐ 2521 LONG BEACH ROAD OCEANSIDE, NEW YORK 11572	☐ P.O.BOX 2127 OAKLAND, CALIFORNIA 94621	☐ 925 LIBERTY AVE. PITTSBURGH, PA. 15222	☐
☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 McGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO: WESCO (38772)
3265 NW Yeon
Portland 97210
VENDOR

SHIP TO: L.K. Comstock & Company, Inc.
c/o

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
7/1/74		BEST	PP & CHARGE	NET

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
1	4	TB 10140A 25 K 13 Galv steel poles w/25' mast arms	181				
2	3	TB 10140-15 galv steel poles w/15' mast arms					
3	1	BOE 12x30 galv steel poles w/20' mast arms					
4	1	BOE 12x30 galv steel poles		LOT			$9116.00
5	1	50200Y galv. steel poles					
6	1	TB 10140-25 galv steel poles w/25' mast arm		7-18-74			1,000.-
7	1	50200Y4 galv steel ped pole		12-30-74			$210.00
							10,210.00

11 copies of submittals required by 5/10/74

Certificates of compliance required w/ shipment contract #7999

Material to meet job jplans and specifications

Hold for release subject to approval

Material required on job site 7/1/74

Price in effect at time of shipment w/ maximum escaluation of 12% on quoted prices.

Release anchor bolts for delivery 5/15/74 w/approved drawings.

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS. NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER Harry B Huffman

THIS ORDER NOT VALID UNLESS SIGNED

ORIGINAL INVOICE

Westinghouse

ELECTRIC SUPPLY COMPANY

POB
DATE ENTERED 10/28/74
TAX CODE O

3265 NW YEON PORTLAND, OREGON

BEST WAY ASAP
MONTHLY STATEMENT NOT RENDERED

CUST. NO.-DPC	SALESMAN NO.	INV.
16969	47	2

REMIT TO
PO BOX 24066
SEATTLE, WA 98124
PAST DUE ACCTS SUBJ TO 1% SERV. CHG

DS- 6104 KR 4209
INVOICE NUMBER

INVOICE DATE

SOLD TO
LK COMSTOCK
136 WEST 9TH
ALBANY, OREGON

SHIP TO
L.K. COMSTOCK
~~WIRE~~ ADVISE
"Santiam Beach Interchange"

PRICES F.O.B	SHIPPED	DATE, FROM & VIA
POS		WestCoast 10/9/74

TERMS: YOU MAY DEDUCT IF PAID WITHIN TEN DAYS NET AFTER	SHIPPING TERMS PPD. AND CHARGE	PPD. CHARGE	COLLECT
$	X		

YOUR ORDER NUMBER
ON 2

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	SELLING PRICE LIST	DISCOUNT % TRADE	DISCOUNT % CASH	EXTENSION
4	4	TB10140A-25K13 GALV. STEEL TRAFFIC POLE	9210.00 LOT			9210 00
3	3	TB10140A-15 GALV. STEEL TRAFFIC STANDARDS FOR SIGN MT.	INCL.			—
1	1	TB10140-25 GALV. STEEL TRAFFIC STANDARD	INCL			—
1	1	TYPE BOE 12"X30' GALV. STEEL TRAFFIC STANDARD, WITH 20' (MUST SPECIFY SIGNAL MOUNTING ARM AND LOCATION)	INCL.			—
		% SALES TAX				

Seller represents that with respect to the production of the articles and/or the performance of the services covered by this invoice, it has fully complied with the Fair Labor Standards Act of 1938, as amended.

TOTAL → $ 9210 00

WESCO 3050-B PART (REV. 1-72)

SEE OTHER SIDE FOR TAX REGISTRATION NUMBERS

9210.00
2
2
2
10-30-74
9210.00
10.00

2-5

7999

April 23, 1975

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On April 22, 1975, we wrote to you concerning release of final payment on Contract No. 7999 awarded to L. K. Comstock & Company, Inc., for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $3,420.25 and the total contract amount is $68,404.95. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc L. K. Comstock & Company, Inc.
136 West 9th Avenue
Albany, OR 97321

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
L. E. Hardt

7999

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jantzen Beach Interchange		WEEK ENDING: February 8, 1975
		SECTION PREFIX: 626-1012
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: Jantzen Beach Interchange	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: L.K. Comstock and Company, Inc.	CONTRACT NUMBER: 7999	FEDERAL AID PROJECT NUMBER: I-5-6(81)309
DATE OF CONTRACT: April 5, 1974	DATE WORK STARTED: June 6, 1974	ESTIMATED COMPLETION DATE: December 5, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 220	WORK DAYS USED / CALENDAR DAYS USED: 231
PROJECT AUTHORIZATION: $ 82,338.30	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 105.0 %
EXCLUSIVE OF ENGINEERING: $ 72,338.30	ENGINEERING AUTHORIZATION: $ 10,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,025.60	ENGINEERING COST TO DATE: $ 11,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0 %
ESTIMATED PERCENT: UNDERRUN 1.82 %	PERCENT OF AUTHORIZATION: 112.0 %	DATE PROJECT WAS COMPLETED: December 5, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 8					

EQUIPMENT USED DURING THE WEEK:

1-Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Bases	Poles	Controller	Conduit	Signals	Signs	Islands	Temp. Prot. & Direct.
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Cloudy	0		
TUESDAY	Showers	0		
WEDNESDAY	Snow	0		
THURSDAY	Showers	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

Kensey / Bond / Jackmond / Harwood / Johnsen / Walker

RECEIVED
FEB 10 1975
CONSTRUCTION
SECTION

Scott / Glenn / Berg

BEN Gibson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Feb. 2 SUNDAY	No Activity.
Feb. 3 MONDAY	" "
Feb. 4 TUESDAY	" "
Feb. 5 WEDNESDAY	" "
Feb. 6 THURSDAY	" "
Feb. 7 FRIDAY	Comstock: Misc. cleanup.
Feb. 8 SATURDAY	No Activity.

REMARKS

SUMMARY: Comstock: Finished their work throughout the project.

"THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT".

Anticipated date for submission of semi-final is February 21, 1975.

VISITORS: C. Christianson, 2-5-75, FHWA.
A. Harwood, 2-5-75, OSHD.
M. Craft, 2-5-75, OSHD.

SIGNED Jerry C. Street LOCATION Portland

Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7997 2-5-75 STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH
Marion Craft, Metro Constr Engr, OSHD; Al Harwood, Constr Engr, OSHD; Jerry Street, Resident Engineer, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2-5-75	C. T. Christianson, Area Engineer	I-5-6(81)300

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	105	100

JANZEN BEACH INTERCHANGE
Traffic Signals

SENT

MAR 05 1975

Washington

This project has been completed in apparent conformance with contract plans and specifications. Acceptance is recommended.

It was recommended during this inspection that one additional sign be installed for proper direction of pedestrian/bicycle traffic where the walkway and biketrail intersect in the easterly portion of the interchange. It was also anticipated that a traffic divider in the form of a raised curb may be necessary for proper delineation of traffic movements near one of the intersections in the easterly portion of the interchange. Both of these items can be suitably performed by State forces and will be considered as participating with Interstate funds.

Form 6-[illegible]

1P

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7999

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Jantzen Beach Interchange (Signals) Date December 16, 1974, 19

Highway Pacific F.A.P. No. I-5-6(81)309

County Multnomah Prefix 626-1012 Account No. 279-5

Description of Work To Be Done: Construct type "B" concrete traffic separator as shown on the attached drawing and the standard drawing no. 2077 for curbs, islands and driveways. Provide temporary protection and direction of traffic and flagging during the construction of type "B" concrete traffic separator as required. Island should be held at the minimum width of 1-foot and 4-inches, with provisions for drainage as shown on drawing no. 2077.

Location by Station Numbers:

Jantzen Beach Interchange easterly intersection, approximate "C" Line station 92+50 to 94+80.

Estimate of Quantities and Costs:

Type "B" Concrete Traffic Separator

Total estimated cost for this work ..... $ 375.00

Actual costs for the above work are to be charged against this SFO No. 5.

Explanation:

This State Force Order was added to eliminate a traffic hazard that was created by the signalization of the intersection. Phase B-1 left turn to the I-5 northbound ramp conflicts with the free OL-1 traffic movement on the ramp.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 82,338.30	
Present estimate of project cost, including $ 375.00 for work under this order	$ 81,701.66	
Expected under-run (amount) . UNDERRUN	$ 636.64	
Expected under-run (per cent) UNDERRUN	0.77 %	

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street, Resident Engineer

Approval Recommended: Marvin A. Cook, Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

7999

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-6(81)309

SUBJECT Request Contract Acceptance

Contract 7999, Work Completed December 5, 1974

Project Jantzen Beach Interchange

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 5, 1974

G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
DEC 20 '74
REFER TO
FOR
Init | Insp | Dist | Dir | Sect | Act | File

RECEIVED
DEC 23 1974
Office of
Assistant State Highway Engineer

NOTED
12-23-74
H.S. COULTER

VG:wm

cc: F. B. Klaboe
C. T. Keasey

7997

STATE COPY

Monthly transaction number	FORM PR-2A (10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-3-74	County: Multnomah
Modification number: 1		Project number: I-5-6(81)309 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 16, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 66,894	$ 80,093
Federal funds	$ 61,723	$ 73,900
Other revisions		

This modification is made for the following reasons:

To include approved price agreement and State Force Order for sidewalk/bikeway.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3d day of December, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
for **G.L. Green,** (Division Engineer)

Oregon State Highway Division

Federal Aid Project
No. I-5-6(81)309 Safety

JANTZEN BEACH INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, November 26, 1974

Revised Project Agreement Estimate.

Type Code Y031			
Signals (Sta. 91+100)			
Temporary Protection & Direction of Traffic	All Required		$ 1,030.00
Temporary Signs	120 Sq. ft.	11.10	1,332.00
Flagmen	80 hours	12.70	1,016.00
Concrete Islands	11 Cu. yd.	159.45	1,753.95
Traffic Signal Installation, Complete	All Required		53,981.00
			$59,112.95
Additional Items			
Permanent Pavement Striping	All Required		$ 300.00
Permanent Signing	"	"	400.00
Controller Testing	"	"	1,000.00
P.A. 1			
Construct Concrete Sidewalk/Bikeway	735 Sq. yd.	13.40	9,849.00
Misc. Concrete Work	Lump Sum		650.00
Misc. Fence Work	"	"	800.00
SFO 4 Remove Shrubs, Adjust & Relocate Sprinklers	All Required		700.00
			$13,699.00
		Subtotal	$72,811.95
		10% Engr & Cont.	7,281.05
		TOTAL	$80,093.00

Length of Project - - 0.0 mile

Federal Funds----------	$73,900.00
State Funds----------	6,193.00
TOTAL	$80,093.00

Group 1 - 84% Group 8 - 16%
Contract No. 7999
Prefix 626-1012

7997

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-31		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	21-16-74	Multnomah
		PROJECT NO. I-5-6(81)309Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.1 mi. S. of Interstate Bridge (Columbia River)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.0
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 66,894	$ 61,723

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green H. F. Smith (Division Engineer)

Date executed by Division Engineer April 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-6(81)309 Safety

JANTZEN BEACH INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, April 10, 1974

Project Agreement Estimate

Type Code Y031
Signals (Sta. 91+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,030.00
Temporary Signs	120 sq.ft.	11.10	1,332.00
Flagmen	80 hours	12.70	1,016.00
Concrete Islands	11 cu.yds.	159.45	1,753.95
Traffic Signal Installation, Complete	All Required		53,981.00
			$ 59,112.95

Additional Items

Permanent Pavement Striping	All Required	$ 300.00
Permanent Signing	All Required	400.00
Con roller Testing	All Required	1,000.00
		$ 1,700.00
	Subtotal	$ 60,812.95
	Engineering	6,081.05
	Total	$ 66,894.00

Length of Project - - - 0.0 mile

Federal Funds - - -

7999

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1974

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Jantzen Beach Interchange**
Contract No. 7999
Request for Project Authorization

An 18.25 percent overrun is expected on this project for which L. K. Comstock, Inc., is the contractor. The overrun was caused by adding a bicycle-pedestrian path under Price Agreement No. 1 and State Force Order No. 4 which total about $12,000. This was over four times the contingency funding available.

The bikepath connects the reopened east walk on the Interstate Bridge to an existing signed bike route. The additional work is eligible for F.A.I. participation and the project is 70 percent complete.

I recommend the project authorization be increased $12,707.47 to a new total of $82,338.30. This matter will be on the agenda for your consideration at the November 25 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. D. Wolfe
Vince Gallagher (w/form)
R. N. Bothman
Gary Sund
Jack Graham

JAB:fr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 19, 1974

FILE: CON 5 #7999

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Jantzen Beach Interchange
Contract No. 7999
Request for Authorization

An 18.25 percent overrun is expected on this project, as shown on attached form E-372. This is entirely due to added bikeway work covered by Price Agreement No. 1 and State Force Order No. 4 which amount to about $12,000. This was over four times the contingency funding available.

The added bikeway sidewalk connects the reopened east walk on the Interstate Bridge to a signed bike route (plan attached). This added work is Interstate participating. The signal project is about 70 percent done.

We recommend the project authorization be increased $12,707.47 to a new total of $82,338.30. A rough draft letter to the Transportation Commission is attached.

Approved 11-19-74
Acting Asst. State Hwy. Engr.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
NOV 19 1974
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1974

SUBJECT: Bicycle/Pedestrian Sidewalk Connection
Interstate (I-5) Bridge
Reopening Upstream Sidewalk

To:

Mr. L.W. Rulien
Project Management Engineer

Mr. McClure received a call from Dick Chase requesting background information and explanation of the purposes of reopening the subject sidewalk. Mr. Chase indicated that the project, estimated at a cost of $10,000, may be eligible for FAI funds.

The decision to close the sidewalk was based on the lack of pedestrian traffic and therefore the absence of need prior to reconstructing the Hayden Island Interchange, which was years prior to House Bill 1700 and our current emphasis on bicycle usage. At the time of the decision, contact with the Washington State Department of Highways revealed that their preliminary plans for reconstruction of I-5 north of the bridge did not include a connection to this sidewalk.

From an overall regional bikeway planning concept, each sidewalk along the Interstate (I-5) Bridge offers the only direct bicycle access from Portland to Vancouver. The primary purpose for the reopening of the upstream sidewalk is to provide access for cyclists and pedestrians traveling east along the Lewis and Clark Highway. Accessibility from the downstream sidewalk is poor. The reopening of the upstream facility and construction of 600 feet of sidewalk, as shown on the attached photograph, will provide access to the signed bike routing that the Highway Division has established along the existing walks from Delta Park to Vancouver. This new connection will eliminate the confusion that now exists for cyclists crossing the bridge, unaware of the underpass.

Chase/R

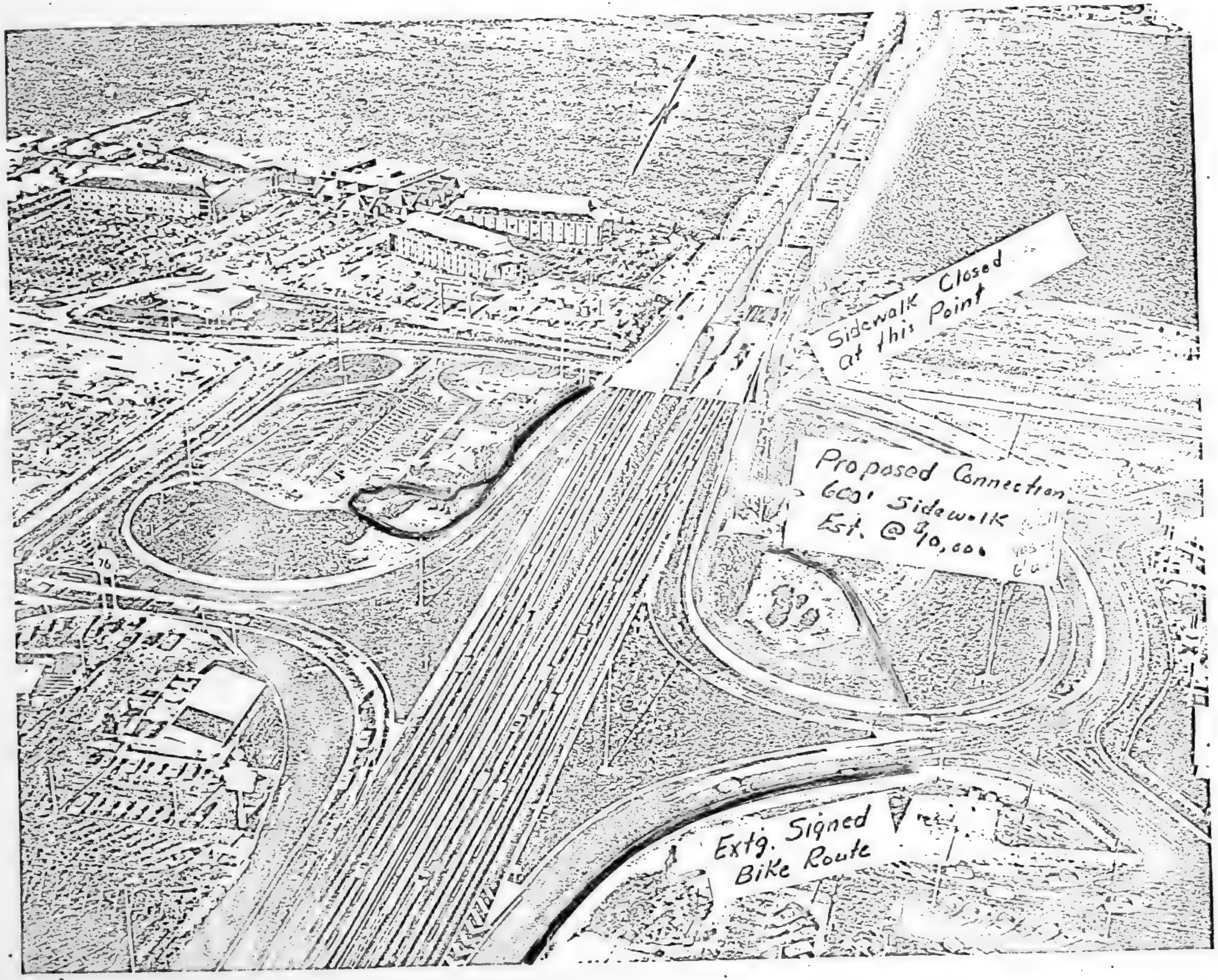
Supporting data indicating cycling desire lines, along with an overlay of Clark County's first priority bike routes as prepared by the Clark County Regional Planning Council, are attached.

Please submit this information to the Federal Highway Administration for FAI funding approval.

Victor D. Wolfe
Location Engineer

JDM:jp
Attach
cc: E.S. Hunter

RECEIVED
MAR 28 1974
PROJECT MANAGEMENT SECTION


Sidewalk Closed
at this Point
Proposed Connection
600' Sidewalk
Est. @ $10,000
Extg. Signed
Bike Route

cc: OSHD (H S Coulter,
Wash DC (HHO-32)

FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

cst

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11-13-74	C. T. Christianson, Area Engineer		I-5-6(81)309

IN COMPANY WITH
Bob Bothman, Metro Engr, OSHD; Marion Craft, Metro Constr Engr, OSHD; Jerry Street, Res Engr, OSHD; Dennis Johnson, Engineer Trainee, FHWA.

LOCATION

On Interstate 5 between Oregon Slough and the Columbia River.

CONTRACTOR NAME AND ADDRESS

L. K. Comstock & Co., Inc., Albany, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
4-5-74	$59,112.95	220 cal. days	4-19-74	6-6-74
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	
Satisfactory	Satisfactory	96%	7%	

REMARKS

RECEIVED
DEC 4 1974
Office of
Assistant State Highway Engineer

COPY SE

DEC 03 1974
Washington

JANZEN BEACH INTERCHANGE
Traffic Signals

The purpose of this project is to signalize intersections at the outer ramp termini on the easterly and westerly sides of this interchange. The signalization is necessary because of congestion caused by extremely rapid commercial development on Hayden Island by privately owned corporations.

The work at the time of this inspection seemed to be progressing quite well and even though the percent of work complete is lagging behind the time elapsed, it appears that the contract can be completed within the contract time. This estimate includes authorized changes that could result in additional contract time being allowed. The contractor was installing junction boxes and electrical equipment and was involved in installing wire through conduits for the electrical control portion of the project.

Shortly after the project was awarded, it was decided to reconnect the bicycle/pedestrian path on the easterly side of the interchange to the existing walkway on the east side of the Columbia River structure. This work required relocation of some shrubs and sprinkler system in the

(more)

NOTED
H.S. COULTER

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

interchange area and the construction of a concrete walkway that could be used by pedestrians and bicycles. This bikeway will be tied into the existing sidewalk and pedestrian crossings for safe operation. Price Agreement #1 and State Force Order #4 were executed to perform this work in the approximately amount of $12,000. This work had previously been covered by an authorized minor program change establishing the additional funds necessary for this work.

#7977 10-16-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(81)309

STATE PROJECT NO.: JANTZEN BEACH INTERCHANGE

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): [ ] 1. [X] 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-764

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	SEPTEMBER 26, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:
CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S SEPTEMBER 26, 1974 LETTER WE APPROVE A MINOR PROGRAM CHANGE ADDING THE CONSTRUCTION OF A SIDEWALK-BIKEWAY CONNECTION TO THE UPSTREAM WALKWAY OF THE COLUMBIA RIVER BRIDGE TO THE CHARACTER OF THE PROPOSED WORK ON THE SUBJECT PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) MINOR PROGRAM CHANGE

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU ARE AUTHORIZED TO PROCEED WITH THE ABOVE WORK UPON APPROVAL OF PRICE AGREEMENT AND STATE FORCE ORDER.

10-18-74
ORIGINAL TO
L. W. Rulien

RECEIVED
OCT 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENG
OCT 17'74
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-16-74	Wm. V. Cowl	DIVISION ENGINEER

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

7977

September 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-5-6(81)309
Jantzen Beach Interchange Section

We hereby request your approval of a minor program change on the subject project to include in the "Character of Proposed Work". Construction of a sidewalk/bikeway connection to the upstream walkway of the Columbia River bridge as incidental work. Your letter of April 11, 1974 confirmed previous agreements regarding the eligibility of Interstate funding for this work as well as including the sidewalk construction in the subject project.

In accordance with your letter of April 11, 1974, a price agreement and State force order to accomplish this work is being submitted under separate cover for your approval and authorization, concurrent with approval of the minor program change.

We will forward a revised project agreement estimate and modification of project agreement to include this additional work upon receipt of your approval and authorization to proceed.

CL:wm

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7999

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section Jantzen Beach Interchange (Signals) Date September 11, 1974

Highway Pacific F.A.P. No. I-5-6(81)309

County Multnomah Prefix 626-1012 Account No. 236-04 ~~163 Grp. 8-04~~

Description of Work To Be Done:

1. To remove shrubs in conflict with Bike Path shown on attached drawing no. 2716A.
2. To adjust sprinkler heads and valves in vicinity of Bike Path.
3. To re-locate sprinklers along the inside of the fence as shown on attached drawing no. 2715.

Work to be done by State Forces

APPROVED EFFECTIVE DATE 4-11-74
Contingent upon ... project agreement if additional funds are required.
BY D. K. Hansen
TITLE for
DATE 10-3-74
FEDERAL HIGH...

Location by Station Numbers:

Throughout the project (two intersections).

Estimate of Quantities and Costs:

1. Remove shrubs at new Bike Path.
2. Adjust sprinkler equipment at new Bike Path.
3. Re-locate sprinkler system in conflict with new sidewalk.

Total estimated cost for all work required ..... $ 700.00

Explanation:

This State Force Order is needed to facilitate the construction of the new Bike Path and sidewalks added by the revisions to Plan drawing nos. 2715, 2716 and 2716A on 7-8-74.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 69,630.83	
Present estimate of project cost, including $ 700.00 for work under this order	$ 79,169.60	
Expected ~~XXXXXXXX~~ over-run (amount) OVERRUN	$ 9,538.77	
Expected ~~XXXXXXXX~~ over-run (per cent) OVERRUN	13.70 %	

Submitted by: Jerry C. Street, Resident Engineer

Approval Recommended: Marion A. Arft, Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: C. J. Kenny, Construction Engineer

Metro Cost

BP-70402-734

7791

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 26, 1974

FILE:

FROM: C. M. Keasey, Construction Engr.
By: M. D. Glenn, Federal Liaison Engr.

TO: Robert N. Bothman
Metropolitan Engineer

Attn: Marion A. Craft
Metropolitan Construction Engineer

SUBJECT: Jantzen Beach Interchange
F. A. Proj. No. I-5-6(81)309
Contract No. 7999
P. A. for bicycle path
Connections and reopening of
Interstate Bridge Walkway

The FHWA has agreed to the construction of approximately 600 lin. ft. of sidewalk and the reopening the upstream sidewalk on the Interstate Bridge for a bikeway as a part of the work to be performed under this contract. Formal approval and funding is dependent upon receipt of a price agreement for the costs. Copies of L. W. Rulien's April 8 and G. L. Green's April 11, 1974 letters were sent to your office to implement this action.

Last week Jerry Street informed me he was aware this work was to be done but had not received any plans or instructions regarding the extent or type of work to be performed.

I have discussed this matter with Jim McClure and understand the proposed construction plans were developed and available in the Metro design office. The only desired change from the original plans is the widening of the proposed sidewalk from 6 ft. which he has discussed with you. I understand an 8 ft. width is desirable but 7 ft. would be acceptable.

I am attaching copies of previous correspondence and sketch map of the proposed work for your information.

Please expedite obtaining the required P.A. from the contractor. Send to this office. We will get copies to the project management section for funding and formal FHWA approval.

MDG:mk

Attachment

cc: H. S. Coulter
Dick Chase
James McClure

RECEIVED
JUN 27 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7999

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section JANTZEN BEACH INTERCHANGE (Signals) Date May 30, 19 74

Highway PACIFIC F.A.P. No. I-5-6 (81) 309

County MULTNOMAH Prefix 626-1012 Account No. 276-02

Description of Work To Be Done: Installation and revision of permanent signs, at two signalized intersections, for the protection of pedestrian and vehicle traffic on the above named project.

Location by Station Numbers: Throughout the project (Two Intersections)

APPROVED EFFECTIVE DATE 4-5-74
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist Engineer
DATE 6/27/74
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Install 4 - 4" x 6" x 18' (S4S) Painted Sign Posts
Install 3 - W3-3 Traffic Signal Ahead Signs
Install 1 - R1 - 2 (36") Yield Sign and salvage exist R1 - 1(30")stop sign
Install 2 - W11 - 2(48) Pedestrian Crossing Ahead Sign

Move and reinstall existing Do Not Enter Sign and 6" x 6" Post.

Total Estimated Cost for all work required- - - - - - - - - - - - $ 600.00

Explanation: This State Force Order was an anticipated additional item and $400.00 was allowed on the Project Authorization and Record of Work Orders. Additional signing has been added for protection of pedestrian traffic. See attached xerox copies of T.E.S. Dwg's. No. 2715 and 2716 for both Original and additional Signing Requirements.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 69,630.83
Present estimate of project cost, including $ 600.00 for work under this order	$ 66,794.25
Expected under-run XXXXXXXX (amount) UNDER-RUN	$ 2,836.58
Expected under-run XXXXXXXX (per cent) UNDER-RUN	4.07%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer
Mtce Const

Approved: Construction Engineer

7999

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(81)309
Jantzen Beach Interchange
Traffic Signals

DATE: April 11, 1974

In reply refer to: 10-41-A6

FROM : J. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Office Engineer

NOTED
E. S. HUNTER

This will confirm agreements regarding implementation of bicycle path connections and reopening of the upstream walkway on the Interstate Bridge. This confirmation was requested by Mr. Rulien's April 8, 1974 letter.

The support data and cost estimate submitted provide justification for the work and we agree that a Price Agreement to the recently awarded contract is a reasonable vehicle for implementation. Since this constitutes a design modification from current plans, we will expect to have the Price Agreement submitted for formal approval.

NOTED
A. E. Johnson

J. L. Green

4-15-74 Original to Rulien for TAA

RECEIVED
HWY ENGR
APR 12 '74
REFER TO
Hunter — Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

RECEIVED
APR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7999

April 8, 1974

L. K. Comstock and Company, Inc.
136 West 9th Avenue
Albany, OR 97321

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County for the sum of $59,112.95 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on April 5, 1974, awarded you the project, which has been assigned Contract No. 7999.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 19, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm
-c Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Ed Hardt
Jerry Street
Wm. Geibel

7999

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-6(81)309

STATE PROJECT NO. JANTZEN BEACH INTERCHANGE SECTION

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME: MULTNOMAH

ITEM NO. I-764

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MARCH 1, 1974	MARCH 1, 1974	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[X] OTHER (Specify)

PERMANENT PAVEMENT
STRIPING.....$300.00
PERMANENT SIGNING....400.00
CONTROLLER TESTING.1,000.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN"S FEBRUARY 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

3-21-74
original & title sheet
to L. W. Rulien

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENG
MAR 21 '74
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-18-74	[signature]	for DIVISION ENGINEER

FORM PR-1260 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7999

Portland, Oregon 97213

February 12, 1974

NOTED
H. S. COULTER

L. E. GEORGE
Traffic Engineer ATTN: BILL ZIRBES

DENNIS L. PETERSON
Metropolitan Traffic Engineer

JANTZEN BEACH SIGNALS (I-5)

Enclosed are the preliminary signal plans for the two intersections in Jantzen Beach which you left with us for study on February 1. Subsequent to that meeting, we made a seven-hour pedestrian count on the west side and these results are also included.

This tally reveals that while there is little pedestrian movement within the intersection, there is a relatively heavy pedestrian flow across the frontage road at a location 200' north of the intersection, primarily because of better sight distance at that point.

If pedestrian indications are included in the signal installation, pedestrians crossing the frontage road at midblock (Crossing #1) would then be encouraged either subtly or through signing to use Crossings #2 and #3. We feel Crossing #2, due to limited sight distance and free flowing vehicle traffic, is a hazardous crossing point.

In view of the foregoing coupled with the low pedestrian volume within the intersection, it is recommended that the pedestrian indications be deleted from the plans.

Except for this, the plans meet with our approval.

ar

Encls.

METROPOLITAN ENGINEER
RECEIVED
FEB 12 1974

FEB 20 1974
Office of
Assistant State Highway Engineer

cc Coulter
Hunter

END 3" STRIPE

END 4" STRIPE

PEDESTRIAN CROSSING
TRINITY DRIVE

BEGIN 4" STRIPE

END 4" BROKEN STRIPE

BEGIN 4" BROKEN STRIPE

'AE' LINE

'J' LINE

BEGIN 4" BROKEN

END 4" BROKEN STRIPE

PAINTED TRAFFIC ARROWS

BEGIN 4" BROKEN ST

PAINTED TRAFFIC ARROWS
BORDERED BY 4" YELLOW ST

'B' LINE PAINT CURB OF ISLAND YELLOW

'B' LINE

3" STRIPE

PAINT CURB OF ISLAND YELLOW

'AB' LINE

'B1' LINE

24" CHEVRONS @ 10" CTRS.
BORDERED BY 6" STRIPES

Bus Stop

'A' LINE

END 3" STRIPE

END 4" STRIPE

'E' LINE

PEDESTRIAN CROSSING PAINTED BLACK

BEGIN 4" STRIPE

END 4" BROKEN STRIPE

BEGIN 4" BROKEN STRIPE

'AD' LINE

'D' LINE

BEGIN 4" BROKEN

END 4" BROKEN STRIPE

PAINT CURB OF ISLAND YELLOW

'B' LINE

'BS' LINE PAINT CURB OF

3" STRIPE

'AB' LINE

'BI' LINE

24" CHEVRONS @ 10" CTRS.
BORDERED BY 8" STRIPES

'A' LINE

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

PEDESTRIAN COUNT - JANTZEN BEACH

WEDESDAY - 2/6/74

X WALK / TIME		1	2	3	4	5	6	7	8		
12P - 1P		5	2	0	1	0	2	2	0		
1P - 2P		11	0	0	2	1	0	1	2		
					THURSDAY	- 2/7/74					
11A-12P		4	0	0	2	0	0	0	0		
2P - 3P		3	3	1	0	0	0	0	0		
3P - 4P		4	1	1	0	0	1	1	0		
4P - 5P		4	0	2	0	0	0	0	0		
5P - 6P		5	3	3	0	0	0	0	0		
TOTALS		36	9	7	5	1	3	4	2		

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 11, 1973

G. L. Green, Division Engineer
Federal Highway Administration

R. L. Schroeder
Assistant State Highway Engineer

Jantzen Beach Interchange-Traffic Signals
I-5 - Multnomah County

LOCATION AND DESCRIPTION OF PROJECT

Jantzen Beach Interchange is located on Hayden Island in the Columbia River immediately south of the Interstate Route 5 twin bridges. The bridges link the states of Oregon and Washington between the cities of Portland and Vancouver, respectively. Hayden Island, once the locale of an extensive amusement park, is rapidly becoming commercialized, with shopping, residential, and recreational activities predominating.

The proximity of this area to Vancouver and southwestern Washington provides an incentive for shopping and other commercial traffic to travel to Oregon, partly to avoid payment of a Washington state sales tax. Other traffic through the interchange is generated by the motels, residential units, and marinas in the nearby area.

This local traffic, combined with commuter and through traffic, accounts for an ADT of 80,000 vehicles and peaks of over 100,000 at times on I-5.

The design of the interchange does not provide enough storage for southbound off-ramp traffic destined for points in and around the interchange area. The resulting backup extends out into the southbound through lanes of I-5. There is also a point of conflict with cross traffic on the east side of the interchange where three lines of traffic meet at a "tee" intersection.

To attain an acceptable level of mobility and safety, it is proposed that traffic signals be installed to control the minor flows of cross traffic and to permit the major movements to proceed without serious interruption. A combination of two- and three-phase signals is to be installed at the intersections on both sides of the interchange. Appropriate signs and pavement markings will be included in the plan.

PURPOSE OF PROJECT

This project is a single step in a continuing program to improve the safety and mobility factors of the highway system wherever problems develop. Although at some future time it may be necessary to modify the interchange and possibly the river crossing structures (to accommodate changes in volume or mode of traffic), it is generally

assumed that signal control will be effective. This should hold true in spite of current developmental plans for the Hayden Island commercial complex.

DISCUSSION OF ENVIRONMENTAL IMPACTS

With safety and mobility being the primary objectives of this project, the adverse effects will be evident only in the interruption of minor traffic movements. These effects will result from preference being given in green signal time for the major movements.

As shown on the diagram (Fig. 1), the movement from the motel area to N. Tomahawk Drive will be curtailed to accommodate the larger volume from I-5 destined for the motels and adjacent areas.

On the west side, shown in Fig. 2, the minor north and south movements are to and from the restaurant-service station area and the motels. These movements will be subject to control with regard to the flow off and on the I-5 ramps. The traffic from the motels to the I-5 southbound ramp will have minor interruption from the north-south movement through the intersection. The same will be true for the I-5 off-ramp southbound traffic destined for the Montgomery Ward's shopping area.

Because the left-turn movements are critical for safety, on the east side of the interchange it will be necessary to install a three-phase signal.

Traffic movements on the west side (Fig. 1) can be handled with two-phase control by giving adequate green time to the major movements.

Construction of this improvement will result in some local, temporary impact on current traffic flow patterns but will cause little other adverse effect on the community.

BASIS FOR NEGATIVE DECLARATION

Based on the foregoing analysis, the proposal is considered as being favorable to the improvement of safety and, at the same time, will provide some relief from traffic congestion.

Being contained entirely within existing right-of-way, this project will not impact any private property or function.

In view of the safety to be gained by the work under consideration and the relatively minor disruption to the environment due to the limited scale of activity, this project seems in the best interest of the motoring public. Therefore, it is the conclusion of the Oregon State Highway Division staff that the project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

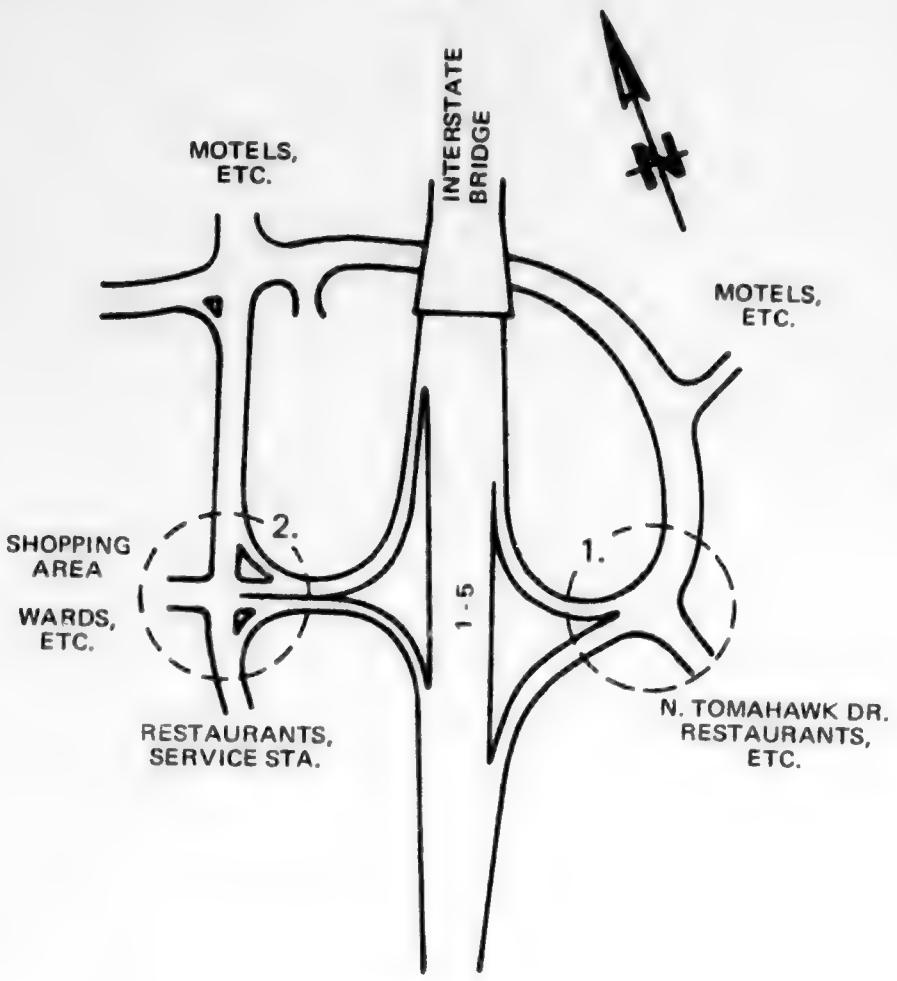
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date 12-19-73

LH:pr

cc: F. B. Klaboe
R. E. Royer
L. H. Young
J. H. Versteeg
M. J. Klotz
L. W. Rulien



SKETCH MAP

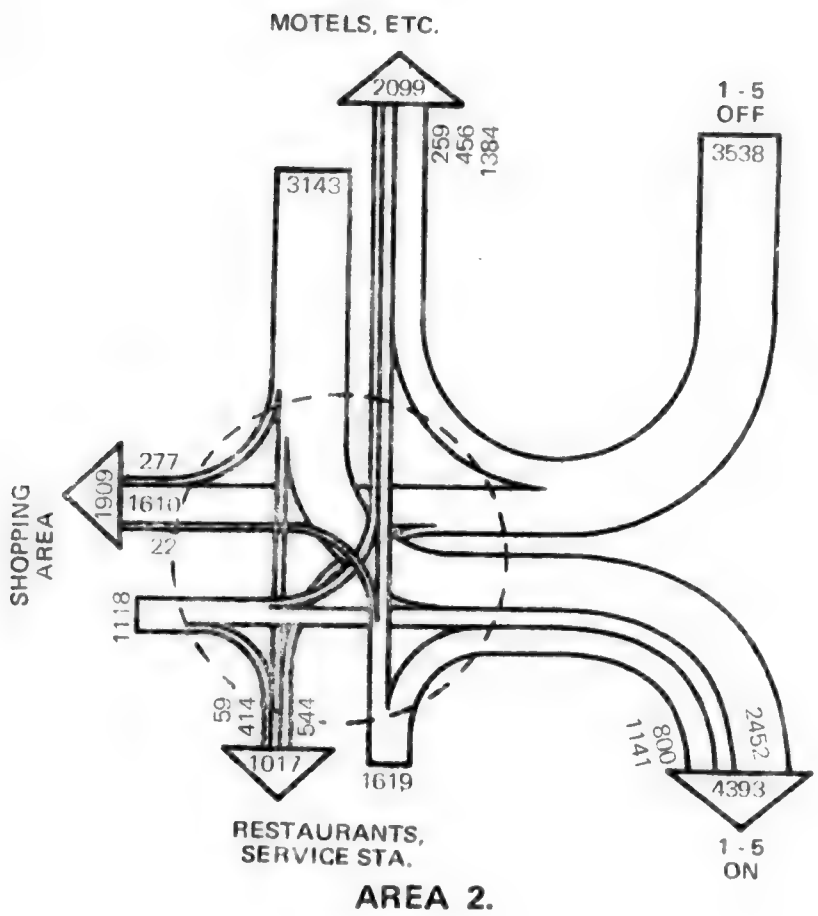
TRAFFIC FLOW DIAGRAMS

12 HOUR VEHICULAR VOLUME

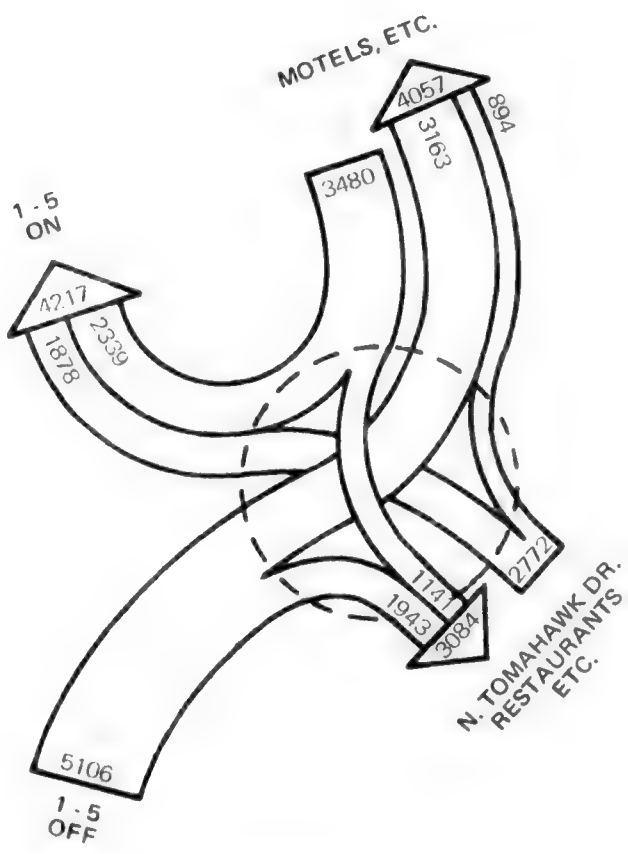
January 8, 9, 12 & 19, 1973

7 a.m. – 7 p.m.

Scale 1" = 10,000 vehicles



AREA 2.



AREA 1.

1999

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE October 23, 1973

TO Ben Gifford
Program & Schedule Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Jantzen Beach Interchange Section
Interstate 5

Please schedule the Jantzen Beach Interchange section for the March 28, 1974 letting.

The above mentioned project consists of two traffic signals with an estimated cost of $80,000. The signals are to be funded with Interstate money.

RDT:pb

cc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
C. G. Swenson
W. R. Zirbes

RECEIVED
OCT 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 10-18

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PFM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-16-73

BY (Signature): Mr. L.H. Young's 9-11-73 letter

TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 764 THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION / WORK
764	I-5-6(81)309	0.0	50,000	46,100	Jantzen Beach Interchange Section. Multnomah County — Traffic Signals

NOTED
E. S. HUNTER

10-19-73

REMARKS (Division)

10-19-73
original to
L. H. Young

RECEIVED
OCT 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 18 '73
REFER TO
FOR
INFO | INVES | CC | DR | SIG | AUT | FILE

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		10-16-73	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FHWA PR-48
(Rev. 8-71)

September 11, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. I-5-6(81)309 Safety

We are submitting program data for one Interstate project, Item No. 764, Project No. I-5-6(81)309, "Jantzen Beach Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

The project is being programmed as a "Safety Improvement Project" because the interchange ramp terminal intersections on this section of highway have a potential accident hazard, based on engineering judgment, of such a magnitude to qualify under the provisions of PPM 21-16. The proposed signals by controlling the flow of traffic will contribute substantially to the safety at both the east side and west side ramp terminals by greatly facilitating the motorist in negotiating the interchange through reducing the number of conflicts at both intersections.

The existing northbound and southbound off-ramps, constructed under Project No. I-5-7(60)309, provide storage to accommodate signalization. Therefore, it is the opinion of the Highway Division that utilization of fully actuated signals in conjunction with the existing storage provided by the two off-ramps should operate functionally and provide freer flow of traffic on both off-ramps necessitated by increasing traffic volumes generated by development of commercial enterprises in the vicinity of the ramp terminals.

Enclosed is one copy of the "Report of Signal Warrant Investigation" (Ramp Terminals - Jantzen Beach, February 1973) with attached support data for each ramp terminal, e.g., (1) sketch map; (2) traffic signal warrant comparison; (3) twelve-hour vehicular volume; (4) summary of traffic count.

The environmental statement for this project is being submitted as a separate action.

The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

Design approval for the proposed traffic signal work is considered as having been given as an incidental element of the overall design concept approved by FHWA by memorandum of May 14, 1970, for roadway construction under Project No. I-5-6(69)309. Signalization of the interchange ramp terminals of this section of highway is merely a stage of its construction and, as such, is considered an incidental part of the ultimate design of the facility.

Encl.

cc L. E. George
Gary Potter

CL:dg

OREGON STATE HIGHWAY DIVISION
Metropolitan Section
REPORT OF SIGNAL WARRANT INVESTIGATION
Ramp Terminals - Jantzen Beach
February 1973

RECOMMENDATION

As a result of this study, it is recommended that full actuated traffic signals be installed at the two I-5 ramp terminals intersections in Jantzen Beach.

HISTORICAL BACKGROUND

The Jantzen Beach Interchange was reconstructed to Interstate standards during the year 1971. Provisions were made in the design for signalization of the ramp terminal intersection on the east side of Interstate 5. Later, a signal at this point was approved and its installation is pending the letting of the Jantzen Beach - Columbia Boulevard construction project.

In September 1972, a new shopping center was opened on the west side of the interchange. This development has generated increased traffic volumes resulting in periods of congestion on both sides of the interchange.

In December 1972, the management of Hayden Island requested an analysis of the situation with particular attention on the shopping center entrance. This was followed by a letter from Safeway Stores citing the difficulties at the east side terminal intersection.

This investigation and report is in response to these requests.

INVESTIGATION

Roadway conditions at the two points studied are as shown on the attached maps. Development of the interchange and adjacent land has been substantial in the past year and more is expected. In addition to the Jantzen Beach Shopping Center, there are restaurants, condominiums, service stations, trailer courts, marinas, a large Safeway store and other smaller business establishments. The State of Oregon also maintains a police office, a P.U.C. office and an Information Center in this interchange.

Traffic volumes are variable, ranging from moderate levels during the winter weekdays to very high levels during the summer and Christmas Holiday seasons. Week-end traffic appears high throughout the year.

12-hour manual counts were made in January, 1973 at each of the two subject intersections. The results were compared to the hourly warrants prescribed in the National Manual on Uniform Traffic Control Devices as shown on the attached sheets.

During a January weekday, volumes on the west side are such that only the Systems Warrant is met. On the east side, the Systems Warrant is also met and the Minimum Vehicular Volume Warrant is, for practical purposes, met.

During the summer months, traffic volumes are roughly 25 percent higher than January volumes and this factor, coupled with the continued growth, would provide sufficient warrant for full actuated signals at both of these locations and is so recommended.

As an interim measure, the advisability of swapping "STOP" sign locations on the west side was studied. Based on current traffic counts by movement, it was found that the existing placement is appropriate.

DLP:cw

JANTZEN BEACH INTERCHANGE

PACIFIC HIGHWAY

MULTNOMAH COUNTY

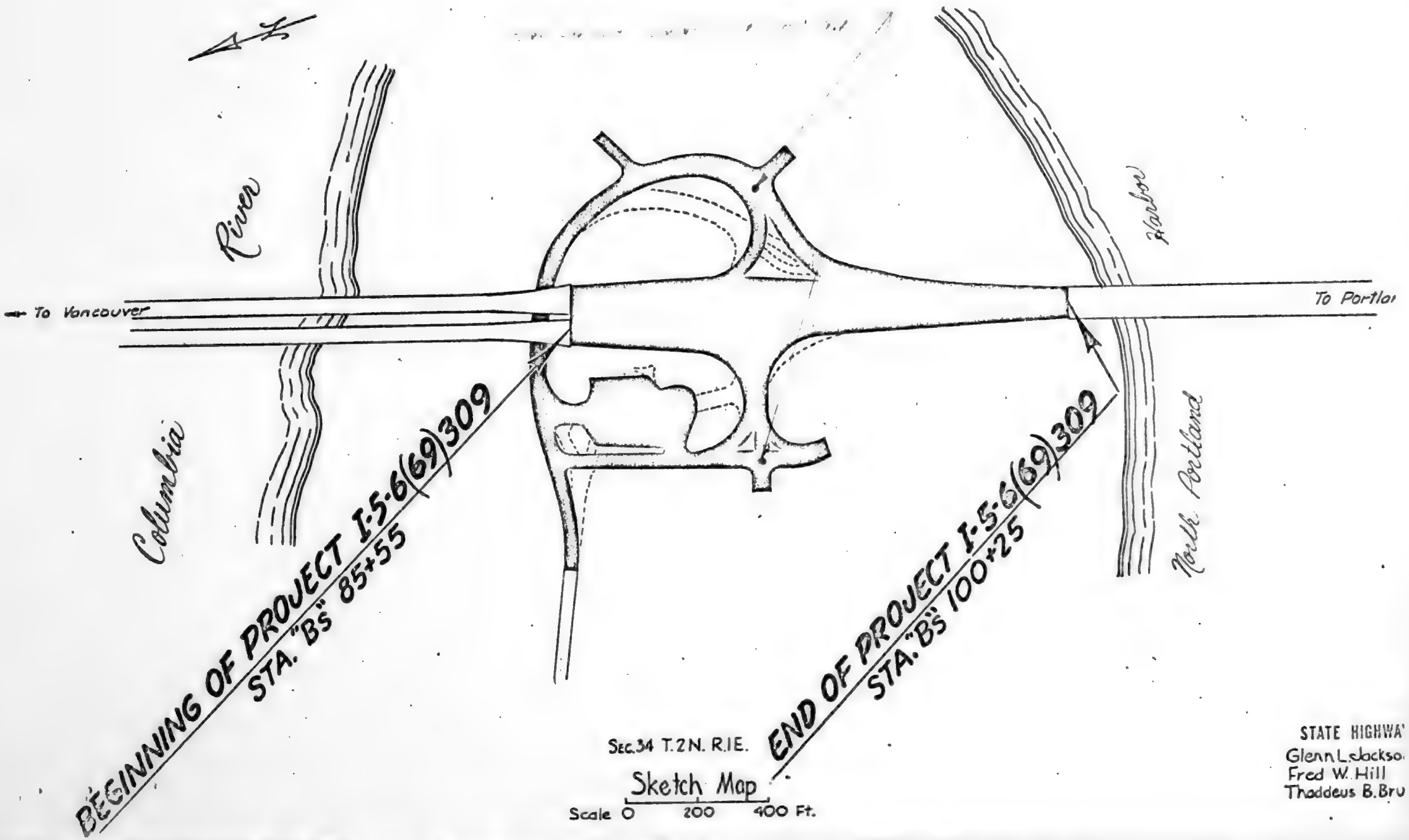
SEPTEMBER, 1970

Protection & Direction of Traffic

rail
Railing

gning

nation

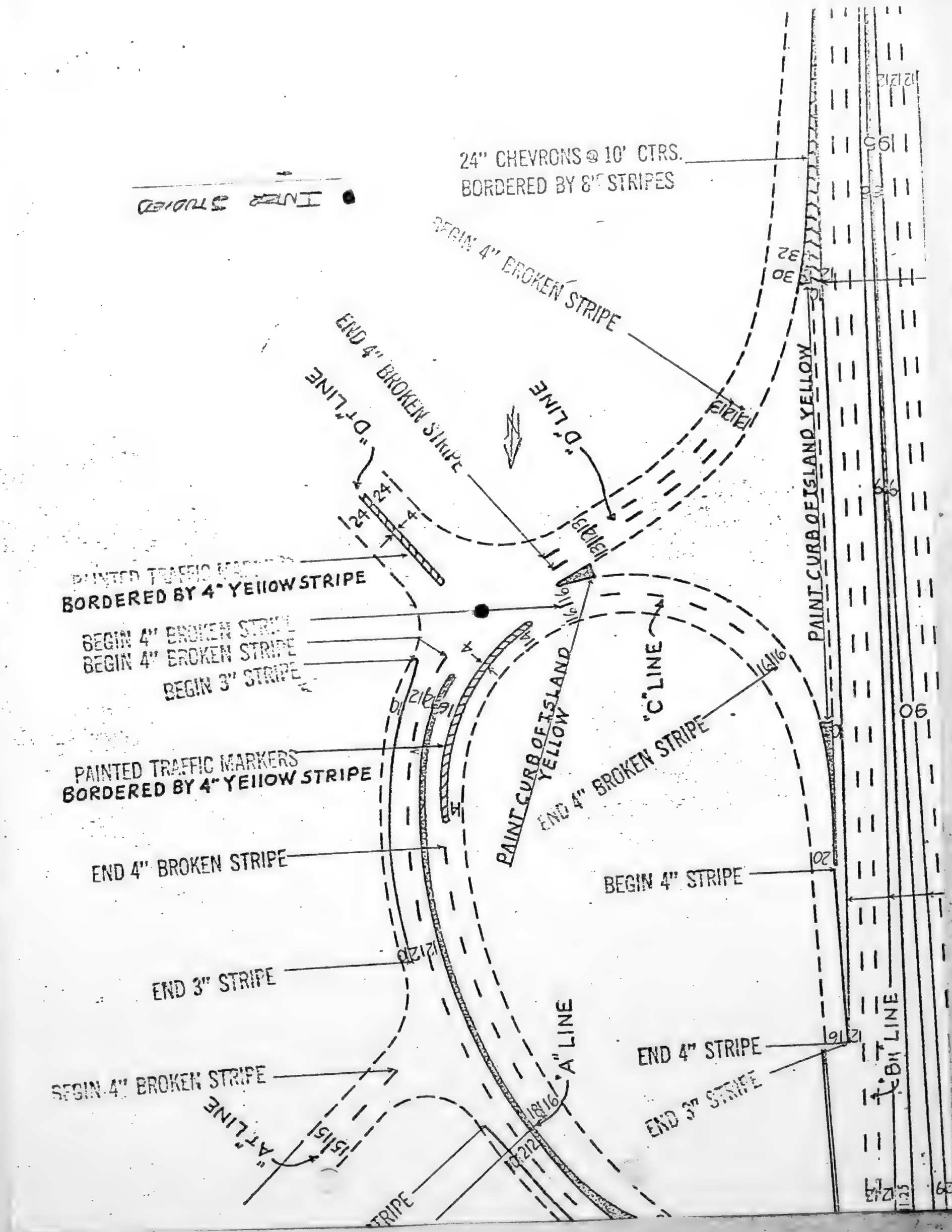


Sec. 34 T. 2 N. R. 1 E.

Sketch Map

Scale 0 200 400 Ft.

STATE HIGHWA
Glenn L. Jackso
Fred W. Hill
Thaddeus B. Bru


24" CHEVRONS @ 10' CTRS.
BORDERED BY 8" STRIPES
BEGIN 4" BROKEN STRIPE
END 4" BROKEN STRIPE
"D" LINE
PAINTED TRAFFIC MARKERS
BORDERED BY 4" YELLOW STRIPE
BEGIN 4" BROKEN STRIPE
BEGIN 4" BROKEN STRIPE
BEGIN 3" STRIPE
PAINTED TRAFFIC MARKERS
BORDERED BY 4" YELLOW STRIPE
END 4" BROKEN STRIPE
END 3" STRIPE
BEGIN 4" BROKEN STRIPE
"A" LINE
PAINT CURB OF ISLAND YELLOW
"C" LINE
END 4" BROKEN STRIPE
BEGIN 4" STRIPE
END 4" STRIPE
END 3" STRIPE
"B" LINE

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Jantzen Beach (I-5) - Eastside Ramp Terminal

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1043	979	968	932	923	757	686	65
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	249	368	292	364	322	250	195	246
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	---	---	---	---	---	---	---	---

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	600	8
Minor Street	200	7
2. Interruption of Continuous Traffic:		
Major Street	900	5
Minor Street	100	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	--	--
Pedestrian Volume	--	--
4. Accident Experience:		
Preventable Accidents (last 12 months)	***	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	1292	
Minimum Warrant	800	

Date of Traffic Count January 9 & 19, 1973

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X Standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** New intersection, no data available.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Jantzen Beach (I-5) - Eastside Ramp Terminal

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1043	979	968	932	923	757	686	659
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	249	368	292	364	322	250	195	246
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	---	---	---	---	---	---	---	---

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)	
1. Minimum Vehicular Volume:				
Major Street	600		8	
Minor Street	200		7	
2. Interruption of Continuous Traffic:				
Major Street	900		5	
Minor Street	100		8	
3. Minimum Pedestrian Volume:				
Vehicular Volume (Major Street)	--		--	
Pedestrian Volume	--		--	
4. Accident Experience:				
Preventable Accidents (last 12 months)		***		
Minimum Warrant		5		
5. Systems Warrant:				
Entering Volume (Weekday peak hour)		1292		
Minimum Warrant		800		

Date of Traffic Count January 9 & 19, 1973

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** _x_ standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

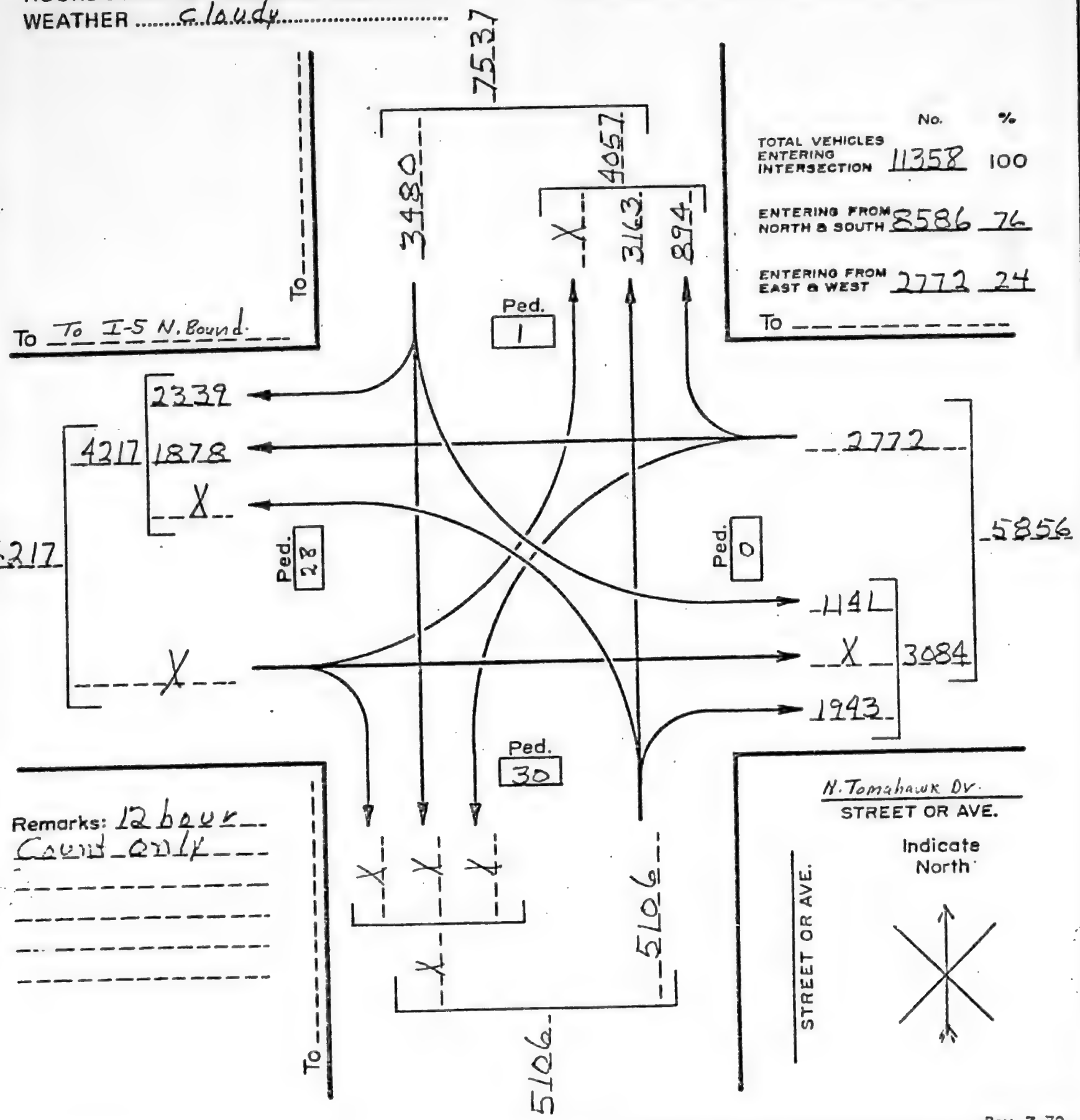
*** New intersection, no data available.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWELVE HOUR VEHICULAR VOLUME

DATE January 19, 1973
DAY OF WEEK Tuesday-Friday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 7AM to 7PM
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 7AM to 7PM
WEATHER Cloudy

CITY OR COUNTY N. Portland
INTERSECTION OF East side Jantzen Beach Interchange & Tomahawk Drive
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11358	100
ENTERING FROM NORTH & SOUTH	8586	76
ENTERING FROM EAST & WEST	2772	24
To		

Remarks: 12 hour Count only

Rev. 3-70

Rev. 3' 70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date January 9 19 1973
Day of week Tuesday Friday
Hours counted 7AM to 7PM
Weather cloudy

Classification All Vehicles

City or County Portland
Intersection Barnes Road
and Tomahawk Drive
Mile Post
Classification

TIME		SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDES
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West						North	East	West	South	North
A.M.	6:00- 7:00																						
	7:00- 8:00	27	58	54			129	38			86			392	296	76	96	24	81	96		215	
	8:00- 9:00	40	58	63			191	58			108			518	402	78	116	22	103	116		299	
	9:00-10:00	61	49	70			229	84			98			591	458	77	133	23	131	133		327	
	10:00-11:00	64	48	94			203	93			122			624	483	77	141	23	158	141		325	
	11:00-12:00	59	72	160			273	123			164			881	686	78	195	22	249	195		437	
P.M.	12:00- 1:00	105	85	175			305	162			172			1007	757	75	250	25	280	250		477	
	1:00- 2:00	126	74	311			316	228			170			1245	923	74	322	26	437	322		486	
	2:00- 3:00	140	65	349			285	204			194			1260	968	77	292	23	489	292		479	
	3:00- 4:00	130	103	326			310	265			222			1347	979	73	268	27	456	368		523	
	4:00- 5:00	122	88	303			257	276			250			1296	932	72	364	28	425	364		507	
	5:00- 6:00	103	66	230			166	180			140			905	659	73	246	27	353	246		306	
	8:00- 7:00	114	82	204			508	167			217			1292	1043	81	249	19	318	249		725	
A.M.	7:00- 8:00																						
	8:00- 9:00																						
	9:00-10:00																						
	10:00-11:00																						
	11:00-12:00																						
P.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		1141	874	2337			3163	1578			1743			11358	8586	76	2772	14	3480	2772		5106	1
-Hour total .																							
Control . . .																							
Factor . . .																							

Tabulated by .....

Checked by .....

..... St. is North and South

..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

9, 19 1973
day Friday
M to 7 PM
udy

Classification All Vehicles

City or County Portland
Intersection Macadam Boulevard
& Tomahawk Drive
Mile Post
Classification

SUMMARY BY MOVEMENTS										From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	St. is North and South	St. is East and West	St. is West and South	St. is South and North
		129	38			86			392	296	76	96	24	81	96		215			1	
		191	58			108			518	402	78	116	22	103	116		299			1	1
		229	84			98			591	458	77	133	23	131	133		327			2	1
		203	93			122			624	483	77	141	23	158	141		325				
		273	123			164			881	686	78	195	22	249	195		437			1	1
		305	162			172			1007	757	75	250	25	280	250		477			2	1
		316	228			170			1245	923	74	322	26	437	322		486			3	2
		285	204			194			1260	968	77	292	23	489	292		479			1	
		201	265			222			1347	979	73	368	27	456	368		523			4	6
		257	376			250			1296	932	72	364	28	425	364		507	1		6	6
		166	180			140			905	659	73	246	27	353	246		306			3	4
		508	167			217			1292	1043	81	249	19	318	249		725			4	7
																					1
		3163	1878			1943			11358	8586	76	2772	24	3480	2772		5106	1		27	36

Tabulated by .....

Checked by .....

..... St. is North and South

..... St. is East and West

END 3" STRIPE

BEGIN 3" STRIPE

24" CHEVRONS @ 10' CTRS.
BORDERED BY 8" STRIPES

"BB" LINE PAINT CURB OF ISLAND YELLOW

"BB" LINE

"B" LINE

3" STRIPE

BEGIN 4" BROKEN STRIPE

"AB" LINE

"A" LINE

PAINTED TRAFFIC MARKERS
BORDERED BY 4" YELLOW

END 4" BROKEN STRIPE

BEGIN 4" BROKEN STRIPE

END 4" BROKEN STRIPE

"J" LINE

BEGIN 4" BROKE

END 4" BROKEN STRIPE

PAINT CURB OF ISLAND YELLOW

"B" LINE

BEGIN 4" BROKEN STRIPE

END 4" BROKEN STRIPE

"A" LINE

BEG

PAINTED TRAFFIC MARKERS

BORDERED BY 4" YELLOW STRIPE

D ARTMENT OF TRANSPORTATI(
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Jantzen Beach (I-5) - West Side Ramp Terminal

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	540	474	456	453	453	452	390	350
**Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	388	339	299	316	321	308	256	251
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	---	---	---	---	---	---	---	---

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	600	0
Minor Street	200	8
2. Interruption of Continuous Traffic:		
Major Street	900	0
Minor Street	100	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	--	--
Pedestrian Volume	--	--
4. Accident Experience:		
Preventable Accidents (last 12 months)	****	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	928	
Minimum Warrant	800	

Date of Traffic Count January 8 & 12, 1973

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

*** Free movement E-N excluded.

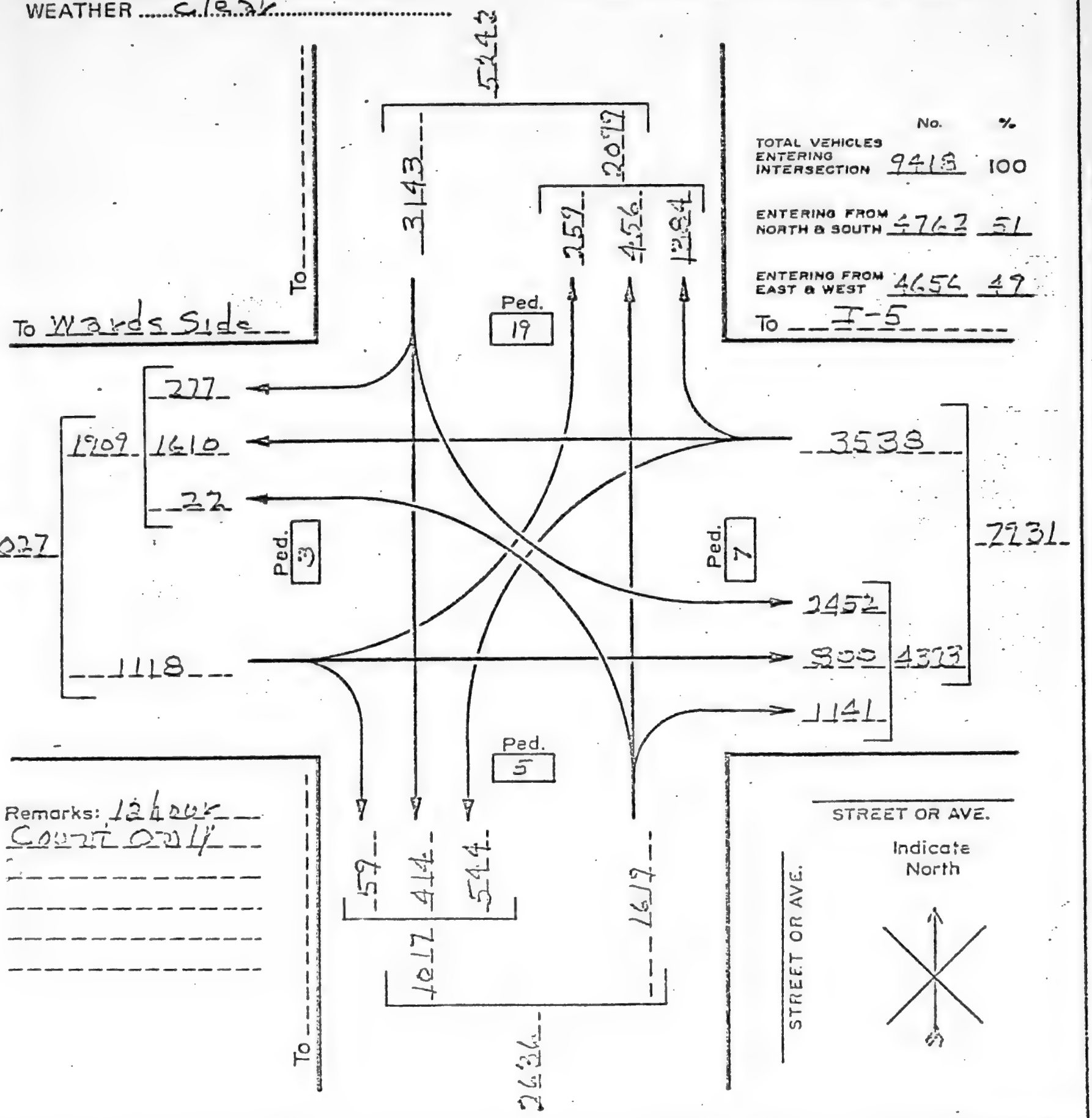
**** No data available due to this being a new intersection.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWELVE HOUR VEHICULAR VOLUME

DATE January 12, 1973
DAY OF WEEK Monday - Friday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 7AM to 7PM
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 7AM to 7PM
WEATHER Clear

CITY OR COUNTY Portland
INTERSECTION OF James Beach Ind:
Wards Side
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9418	100
ENTERING FROM NORTH & SOUTH	4762	51
ENTERING FROM EAST & WEST	4656	49

To I-5

Remarks: 12 hour count only

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date January 5 & 12 1973
Day of week Monday - Friday
Hours counted 7AM to 7PM
Weather Clear

Classification All Vehicles

City or County Portland
Intersection Division Blvd. & 182nd St.
Mile Post
Classification

	TIME	SUMMARY BY MOVEMENTS: North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS: North	East	West	South
A.M.	6:00- 7:00																					
	7:00- 8:00	176	63	3	1	26	13	23	8	59	83	1	1	457	302	66	155	34	205	145	10	97
	8:00- 9:00	164	71	10	-	30	19	27	12	42	63	3	2	465	310	67	155	33	226	140	15	84
	9:00-10:00	147	56	20	7	34	16	111	34	63	59	4	7	552	277	50	275	50	201	230	45	76
	10:00-11:00	142	102	28	12	28	26	120	64	39	73	8	4	650	305	47	345	53	202	261	84	103
	11:00-12:00	164	91	25	15	35	35	132	77	30	70	1	1	703	350	50	353	50	244	261	72	106
	12:00- 1:00	223	138	32	28	46	65	190	78	34	105	9	3	951	474	50	477	50	301	362	115	173
P.M.	1:00- 2:00	221	151	34	30	38	63	197	116	33	123	7	1	1079	540	50	539	50	353	381	158	187
	2:00- 3:00	251	141	14	27	28	50	164	59	33	107	4	2	925	457	49	473	51	293	341	132	159
	3:00- 4:00	213	132	22	26	32	41	152	104	52	101	3	2	981	453	49	478	51	301	336	142	144
	4:00- 5:00	217	131	21	33	43	42	130	72	76	126	7	4	903	453	50	455	50	281	343	112	172
	5:00- 6:00	172	124	25	32	23	41	124	59	38	127	7	-	795	390	49	405	51	222	296	107	168
	6:00- 7:00	212	151	53	24	41	45	240	75	45	104	5	1	1002	456	46	546	54	306	442	101	150
	7:00- 8:00																					
	8:00- 9:00																					
	9:00-10:00																					
	10:00-11:00																					
	11:00-12:00																					
A.M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total																						
12-Hour total		1752	1384	277	259	414	456	1610	820	544	1141	59	22	9118	4762	51	4356	49	3143	3538	1118	1619
...-Hour total																						
Control																						
Factor																						

Tabulated by .....

Checked by .....

..... St. is North and South

..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

5/12 1973
day - Friday
M to 7 PM
ak

Classification All Vehicles

City or County Portland
Intersection N. Division Blvd. & S.E. 11th and 12th Ave.
Mile Post
Classification

SUMMARY BY MOVEMENTS										From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALK		
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North Side	East Side	West Side
1	26	13	23	8	59	83	1	1	457	302	66	155	34	205	145	10	97	2	3	
-	50	19	27	12	42	63	3	2	465	310	67	155	33	226	140	15	84	1		
7	34	16	111	34	63	59	4	1	552	277	50	275	50	201	230	45	76			
2	28	26	120	64	39	73	8	4	650	305	47	345	53	202	261	84	103			
2	35	25	132	77	30	70	1	1	703	350	50	353	50	244	261	72	106			
6	46	65	190	78	34	105	9	3	951	474	50	477	50	301	362	115	173	1		
6	38	63	197	116	33	123	7	1	1079	540	50	539	50	353	381	158	187			
7	28	50	164	59	33	107	4	3	925	457	49	473	51	293	341	132	159	4	3	
6	32	41	152	104	52	101	3	2	931	453	49	478	51	309	336	142	144		1	1
3	43	42	130	72	76	126	7	4	903	453	50	455	50	281	343	112	172	2		2
2	23	41	124	69	37	127	7	—	795	390	49	405	51	222	296	107	168	1		
4	41	45	240	75	45	104	5	1	1002	456	46	546	54	306	442	104	150	8		
59	414	456	1610	820	544	1141	59	22	9418	4762	51	4656	49	3143	3538	1118	1619	19	7	3

Tabulated by

Checked by

..... St. is North and South

..... St. is East and West

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-11-73

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION *(45 typewriter spaces)*: I-5 0.1 mi. S. of Interstate Br. (Col. Riv.) 21 68	ADT	PRESENT: 83,000	FUTURE: 115,000* (66)(70)	YEAR: 93 (71)(72)	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Traffic Signals 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S): I- (14 23)	NUMBER: 5-6 (7)

CARD 4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Multnomah	COD 05 (14)
	NAME OF URBAN AREA: Portland (17-31)	ROUTE NO. I	FEDERAL-AID: I-5 (32)
		STATE: 1 (36)(37)	U.S.: I-5

CARD 5	LINE NO. (1415)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					**PE**		I-5 0.1 mi. S. of Interstate Br. (Col. Riv.)					
5					**ROW**							
5					**CONST** (CODE) (Safety) Y031		"Jantzen Beach Intchge. Sec."	0.0	50,000	46,100	3,900	
							PROJECT TOTALS	0.0	50,000	46,100	3,900	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

REMARKS

Additional Data: Item Nos
Project Nos. I-5-6(59), (63) & (

*Assumed I-205 completed.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-11-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
-5 0.1 mi. S. of Interstate Br. (Col. Riv.)	ADT	83,000	115,000*	93	10	Oregon	35	042	764

ED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
als								I-	5-6	(81)	309	

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah	051	
Portland	ROUTE NO. I; FEDERAL-AID I-5; STATE 1; U.S. I-5		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 0.1 mi. S. of Interstate Br. (Col. Riv.)						Inst. traffic control signals at both the E. side & W. side ramp terminals of the interchange.
ROW								
CONST (CODE) (Safety) Y031		"Jantzen Beach Intchge. Sec."	0.0	50,000	46,100	3,900		ROW - 142' min.; access control-full; parking restrictions-complete.
BY		PROJECT TOTALS	0.0	50,000	46,100	3,900		

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 402, 535 & 621; Project Nos. I-5-6(59), (63) & (69), respectively.

*Assumed I-205 completed.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

JANTZEN BEACH INTERCHANGE SECTION
Project No. I-5-6(81)309

REMARKS - continued

ADT for Intersections:

Vehicles entering intersection on E'ly side - - - 11,358 (12 hr. vehicular vol.)
Vehicles entering intersection on W'ly side - - - 9,418 (12 hr. vehicular vol.)

Project Data: The project consists of installing fully actuated traffic control signals at both the E. side and W. side ramp terminals of the Jantzen Beach Interchange and incidental work common to this type of project.

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design: Design approval for the proposed traffic signal work is considered as having been given as an incidental element of the overall design concept approved by FHWA by memorandum of May 14, 1970, for roadway construction under Project No. I-5-6(69)309. Signalization of the interchange ramp terminals of this section of highway is merely a stage of its construction and, as such, is considered an incidental part of the ultimate design of the facility.

NOTE: (1) This project is being programmed as a "Safety Project" because the interchange ramp terminal intersections on this section of highway have a potential accident hazard, based on engineering judgment, of such a magnitude to qualify under the provisions of PPM 21-16. The proposed signals by controlling the flow of traffic will contribute substantially to the safety at both the east and west side ramp terminals by reducing the number of conflicts at each intersection.

(2) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the environmental statement.

(3) The project lies within Congressional District No. 3.

Jan 7-6 1
Beach

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. GLISAN STREET PORTLAND, OREGON 97213 PHONE: 229-6971

June 7, 1973

NOTED
U. S. COULTER

MR. LES BUELL
Hayden Island, Inc.
Interstate 5
at Jantzen Beach
Portland, Oregon

This has reference to your December, 1972 request for traffic signals in Jantzen Beach.

Conditions at these two intersections have been carefully studied and a report on the matter has been submitted for administrative consideration.

A final decision on the matter has not been reached as yet; however, we wish to assure you that as soon as a decision is reached, you will be informed.

Thank you for your patience.

R. N. BOTHMAN
Metropolitan Engineer

RNB:rr

cc: John Moore, Safeway Stores
P. O. Box 14071
Portland, Oregon 97214
bcc: H. S. Coulter
L. W. Rulien
D. L. Peterson

RECEIVED
JUN 12 1973
Office of
Assistant State Highway Engineer

TRH 7-6-1
R&Rd.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE April 17, 1973

TO H. S. COULTER
Assistant State Highway Engineer

FROM R. N. BOTHMAN ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

NOTED
E. S. HUNTER

SUBJECT Ramp Terminal Signals
Jantzen Beach Interchange - I-5

The attached correspondence from L. E. George indicates that in 1971 Mr. Klaboe issued instructions to proceed with installation of traffic signals at both the north and southbound off-ramp terminals of the subject interchange. The timing involved in development of the shopping complex on the easterly side of I-5 and the shopping complex on the westerly side of I-5 does not provide justification for the State to participate on the east side of the freeway and require the developer to foot the bill on the west side of the freeway.

Signal warrant investigations indicate that fully actuated traffic signals are warranted at both of the ramp terminals. The construction of both off-ramps in 1971 did provide for signalization storage. Increasing traffic volumes due to the additional development warrant consideration for signalization immediately. By utilization of fully actuated equipment together with the additional storage which has been provided on the two off-ramps, the signals should operate functionally and provide for the freer flow of traffic both on the ramp and entrances to the shopping centers.

The management of Hayden Island has expressed concern in the congestion developing at the two locations and is awaiting a reply.

I recommend approval of funding and scheduling of the two signals as a separate contract and part of the Interstate System.

NOTED
E. S. HUNTER

CW
Attachments

cc: E. S. Hunter
R. L. Schroeder

5-2-73
Mr. Young
Let program this job, if possible, for F.A.I. - stage const. or safety job. Would like to contact soon
ESH

RECEIVED
APR 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
5-3-73
file to Young

B-U 4-30

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE April 17, 1973

TO H. S. COULTER
Assistant State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer Robert Bothman

SUBJECT Ramp Terminal Signals
Jantzen Beach Interchange - I-5

The attached correspondence from L. E. George indicates that in 1971 Mr. Klaboe issued instructions to proceed with installation of traffic signals at both the north and southbound off-ramp terminals of the subject interchange. The timing involved in development of the shopping complex on the easterly side of I-5 and the shopping complex on the westerly side of I-5 does not provide justification for the State to participate on the east side of the freeway and require the developer to foot the bill on the west side of the freeway.

Signal warrant investigations indicate that fully actuated traffic signals are warranted at both of the ramp terminals. The construction of both off-ramps in 1971 did provide for signalization storage. Increasing traffic volumes due to the additional development warrant consideration for signalization immediately. By utilization of fully actuated equipment together with the additional storage which has been provided on the two off-ramps, the signals should operate functionally and provide for the freer flow of traffic both on the ramp and entrances to the shopping centers.

The management of Hayden Island has expressed concern in the congestion developing at the two locations and is awaiting a reply.

I recommend approval of funding and scheduling of the two signals as a separate contract and part of the Interstate System.

CW
Attachments

cc: E. S. Hunter
R. L. Schroeder

RECEIVED
APR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1973
Office of
Assistant State Highway Engineer

agree w/ Bothman - JSC

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
March 8, 1973

SUBJECT:

To: R. N. Bothman
Metropolitan Engineer
P O R T L A N D

From: L. E. George
Traffic Engineer

In a letter dated January 31 of this year, Dennis Peterson indicated that Safeway Stores, Inc. and Hayden Island, Inc. have requested traffic signals at both I-5 ramp terminals at the Jantzen Beach Interchange.

Dennis asks two questions; first, if the Highway Division would approve the recommendations. In 1971, Mr. Klaboe issued instructions to proceed with the installation of traffic signals at both the north and southbound off-ramp terminals. On this basis, I would assume that the Highway Division has already approved installation of signals at both intersections.

The second question Dennis asked information on involved financial participation from Hayden Island, Inc. It is my opinion that the traffic signal at the ramp terminal southbound would not be required if it were not for the traffic generated by the new shopping center development created by the Hayden Island, Inc. I would suggest that the corporation be required to pay 100% of the installation cost for the signal at the southbound ramp terminal, and that the State install the signal at the northbound ramp terminal. In any event, it will not be possible for the Highway Division to fund this project until after the beginning of the fiscal year, July 1. Several other urgent installations are higher in priority than these locations, so it probably would not be possible to let a contract until some time in the fall of 1973.

If we can provide any further information, please advise us.

LEG:pb

3/12/73
Dennis:
Has replies to your question. Please check out possibility that Signal will get above forms.

METROPOLITAN ENGINEER
RECEIVED
MAR 12 1973
NOTED
JON ROSE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE January 31, 1973

TO L. E. GEORGE
Traffic Engineer

FROM D. L. PETERSON
Metropolitan Traffic Engineer

SUBJECT Traffic Conditions
Hayden Island - Interstate 5

Hayden Island, Inc. and one of its tenants, Safeway, have both requested traffic signals at the I-5 ramp terminals in Jantzen Beach. Attached is a report recommending full actuated signals at both of these points.

The estimated cost for such a signal on the west side is $20,000. A three-phase full actuated signal has been approved for the east side and is scheduled to be included in the Jantzen Beach - Columbia Boulevard Section. Its cost would probably be on the order of $25,000.

If the Division approves the installation on the west side, it is suggested that a separate contract be let for both of these signals. Time is of the essence because of the delay in obtaining equipment and the mounting traffic problems at these locations.

A meeting with the interested persons on Hayden Island has been suggested for sometime in February. Will you advise this office on these points:

1. Will the Division approve the recommendations and, if so, when a contract might be let.

2. Would the Division expect any financial participation from Hayden Island, Inc.

Any other direction which should be discussed at the proposed meeting will be appreciated.

CW
cc: R. N. Bothman

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

January 17, 1973

John W. Moore
Property Manager
SAFEWAY STORES, INC.
P. O. Box 14071
Portland, Oregon 97214

Re: Traffic Conditions
Hayden Island

Dear Mr. Moore:

This will acknowledge your January 10, letter regarding traffic conditions on Hayden Island.

As a result of an earlier meeting with the Hayden Island Management, we are currently in the process of collecting traffic data at the intersection you refer to and also at the shopping center entrance on the west side. These data, coupled with other observations, will be used in arriving at a recommended plan.

It is anticipated that the results of this study will be available for discussion sometime in February. We will contact you to arrange a meeting at a place and time convenient to you and Mr. Buell of Hayden Island, Inc.

Very truly yours,

H. S. COULTER
Metropolitan Engineer

By:

Dennis L. Peterson

DENNIS L. PETERSON
Metropolitan Traffic Engineer

DLP:pb

SAFEWAY STORES, INCORPORATED

P.O. Box 14071, Portland, Oregon 97214 (1139 S.E. Third Street)

January 10, 1973

Mr. H. Scott Coulter
District Engineer
State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Safeway Store No. 356
11920 N. Union Avenue
Portland, Oregon

Dear Mr. Coulter:

Since completion of revision to the Jantzen Beach I-5 Interchange and most recently, since opening of the shopping center, customers of our store experience great difficulty in getting on and off the highway. Motorists whose destination is the East side of the island find return to the freeway almost impossible at peak hours.

Owner Hayden Island, Inc., informs us that you are studying this problem and will recommend the installation of signal lights or other change to improve this access.

Would you please tell us the status of your study and when results of this research will be available.

Very truly yours,

SAFEWAY STORES, INCORPORATED

John W. Moore
Property Manager

JWM:ef

REFERRED TO
D.L. Peterson
Date: 2/16/73
For: Please Handle

Due Date:

METROPOLITAN ENGINEER
RECEIVED
JAN 18 1973

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 23, 1971

SUBJECT: DT Line Signal
Jantzen Beach Interchange
I-5

To: Frank Hall
Design Engineer
Salem

This office recommends the installation of a traffic signal at the DT line intersection on the east side of the Hayden Island Interchange. It is estimated that this signal installation will cost approximately $25,000.

This signal installation could be let as a separate contract at any time. It also could be a part of either Oregon Slough Bridge contract or a part of the I-5 safety project now being developed.

Attached are copies of correspondence and supporting data from the traffic division. They are recommending that a signal be installed at this location as the best and safest way to handle traffic at this intersection.

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
Attachments

cc: L. E. George
Roy Heinz
F. D. Morgan

1 H

3

2 T

SP 52475-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1971

SUBJECT:
D T Line
Jantzen Beach Interchange
Interstate 5

To: L. E. George
Operations Engineer

O F F I C E

Attached is correspondence from the Metro Office concerning the installation of traffic signals at the intersection of the northbound off and on-ramps to Interstate 5 and the access to the easterly part of Hayden Island at the Jantzen Beach Interchange.

The traffic prognostications show a 1970 ADT of 9,800 vehicles. At a normal interchange this would present a marginal case for signalization. However, high peak days can be anticipated at this intersection. There are also some conflicting movements that are anything but desirable. Based on this, I reiterate a previous recommendation for signalization. The estimated cost is $25,000.00.

Metro's letter asks that we give them our recommendation concerning the need for the installation of signals and that we prepare a signal plan. The preparation of a plan will have to wait until we get a couple of TOPICS projects out of the way. The sketch shows a general signal lay out without the details. The question rises whether Metro desires a plan for negotiations with Hayden Island, Inc. or if they desire a plan for a price agreement with the contractor.

[illegible]
[illegible] General Engineer

VPJ:pb

Attach.

GPO 52473-734

N

EAST INTERCHA

INTERSTATE HIGHWAY NO. 5

STATE POLICE

ESTIMATED COST
$ 25,000.00

Interchange "C"

"LEFT TURN ONLY"

"RIGHT TURN ONLY"

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1970 ADT

DAY OF WEEK _____

ACTUAL COUNT (VEH.) _____ HRS.

HOURS COUNTED _____

PEDESTRIAN COUNT _____ HRS.

HOURS COUNTED _____

WEATHER _____

CITY OF _____

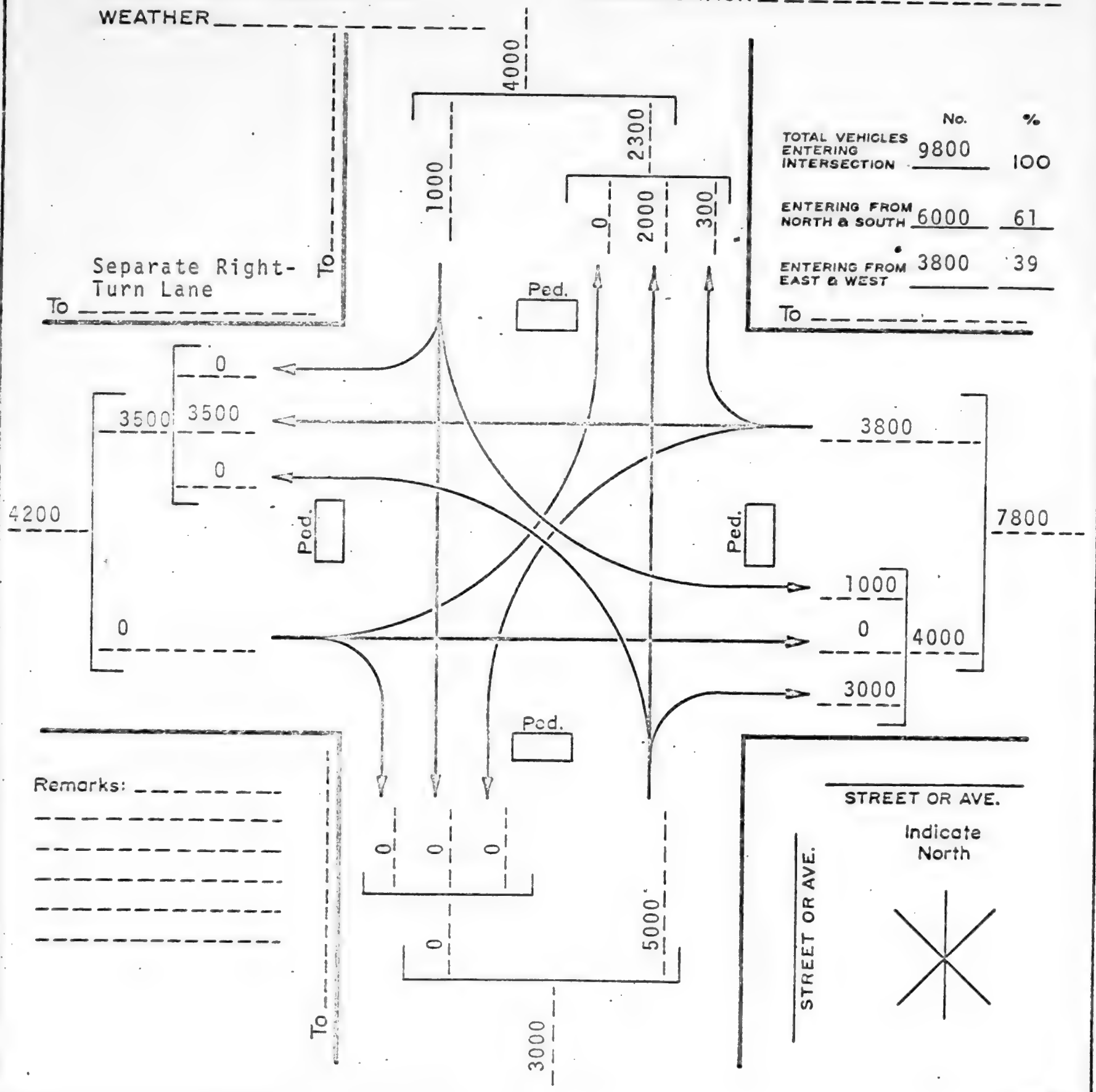
INTERSECTION OF Intersection "C"

AND _____

STATION NO. _____

CODE NO. _____

CLASSIFICATION _____



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9800	100
ENTERING FROM NORTH & SOUTH	6000	61
ENTERING FROM EAST & WEST	3800	39

To _____

Remarks: _____

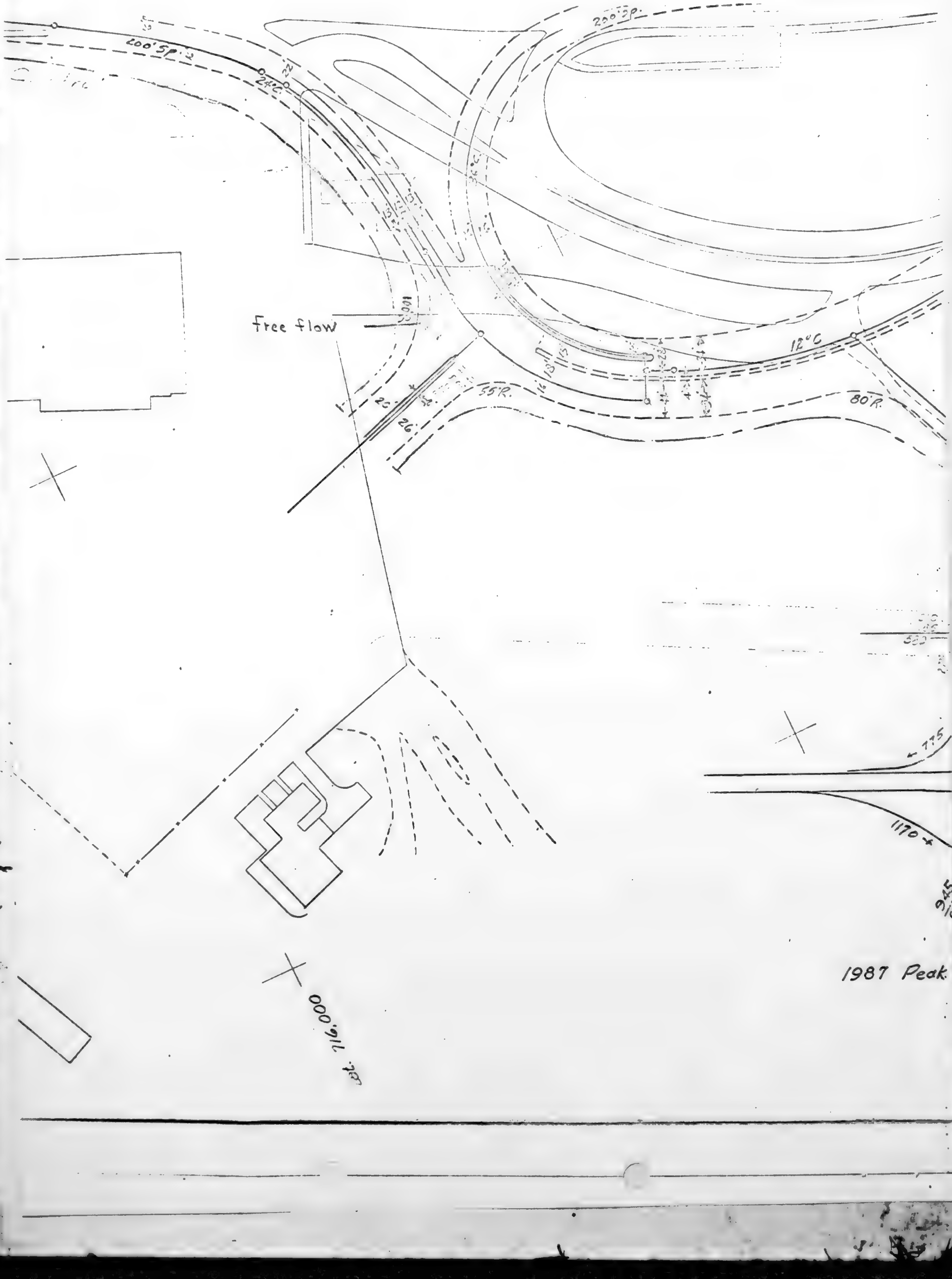
STREET OR AVE.

STREET OR AVE.

Indicate North

12-55

DTW G. NO. 3301


200'SP.
24'C.
Free flow
12'C
55'R.
80'R.
26'
1170±
1987 Peak.

Salem, Oregon
April 27, 1971

Robert L. Schroeder
Metropolitan Engineer

P O R T L A N D

Hayden Island Interchange
Pacific Highway - I-5
Multnomah County

In accordance with your request, we are attaching the capacity analysis for the subject interchange along with traffic volume data.

As you know, there are potential problem intersection and merge areas at this interchange. Due to the restrictions created by the existing development along with the complication of bridge structures on either side of the interchange, the design alternatives were considerably limited.

The ultimate development of Hayden Island as planned by the Hayden Island Development Company will be the controlling factor with regard to the trips produced and attracted to the interchange. Projected 1990 design hour volumes attempted to take into account the future development.

The following describes potential problem locations:

EAST RAMPS:

The northbound off-ramp is designed for two lanes widening to three lanes at the approach to the intersection. The right turn lane should be free-flowing to handle the PM peak hour traffic destined to the Safeway store. The critical condition for the off-ramp is to eliminate the possibility of traffic backing up which would interfere with the northbound through movement on I-5. The northbound on-ramp has a short 500 foot acceleration distance. Merge difficulties during the PM peak hour are anticipated due to the heavy volume expected in the outside lane on I-5 south of the on-ramp.

WEST RAMPS:

The southbound on-ramp also has a short acceleration distance of 500 feet. Merge difficulties can also be anticipated.

HAYDEN ISLAND DRIVE INTERSECTION:

See attached letter dated March 31, 1970 for analysis comments.

Attachments

Robert E. Royer
Planning Engineer

Salem, Oregon
March 31, 1970

Hayden Island Interchange
I-5

Mr. D. J. Barbee
Design Engineer

B U I L D I N G

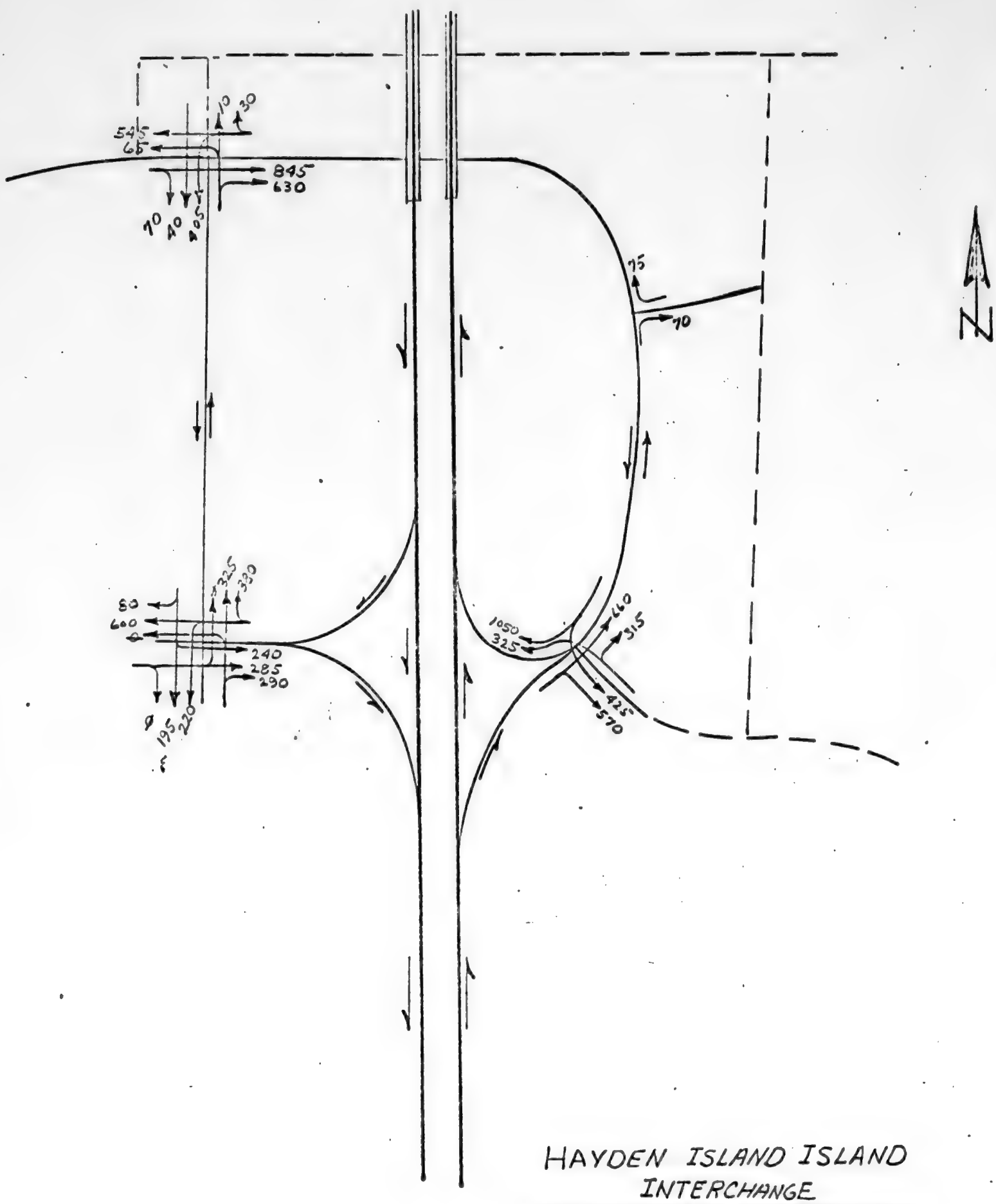
Attention: A. D. Olson

We have reviewed the subject interchange with respect to a new access point at "A" line station 142 + 23.12. This proposed four-way intersection will operate at design capability (level of service "C") for 1990 traffic. However, it should be noted backup will occur through the intersection of Hayden Island Drive for 1990 peak hour traffic. The north leg of this intersection should provide at least 150 feet of storage and the west leg should be 400 feet minimum.

It should be noted that this intersection will in no way affect the operation of the interchange proper, the backup during peak hours will occur on Hayden Island Drive.

Robert L. Schroeder
Assistant Traffic Engineer

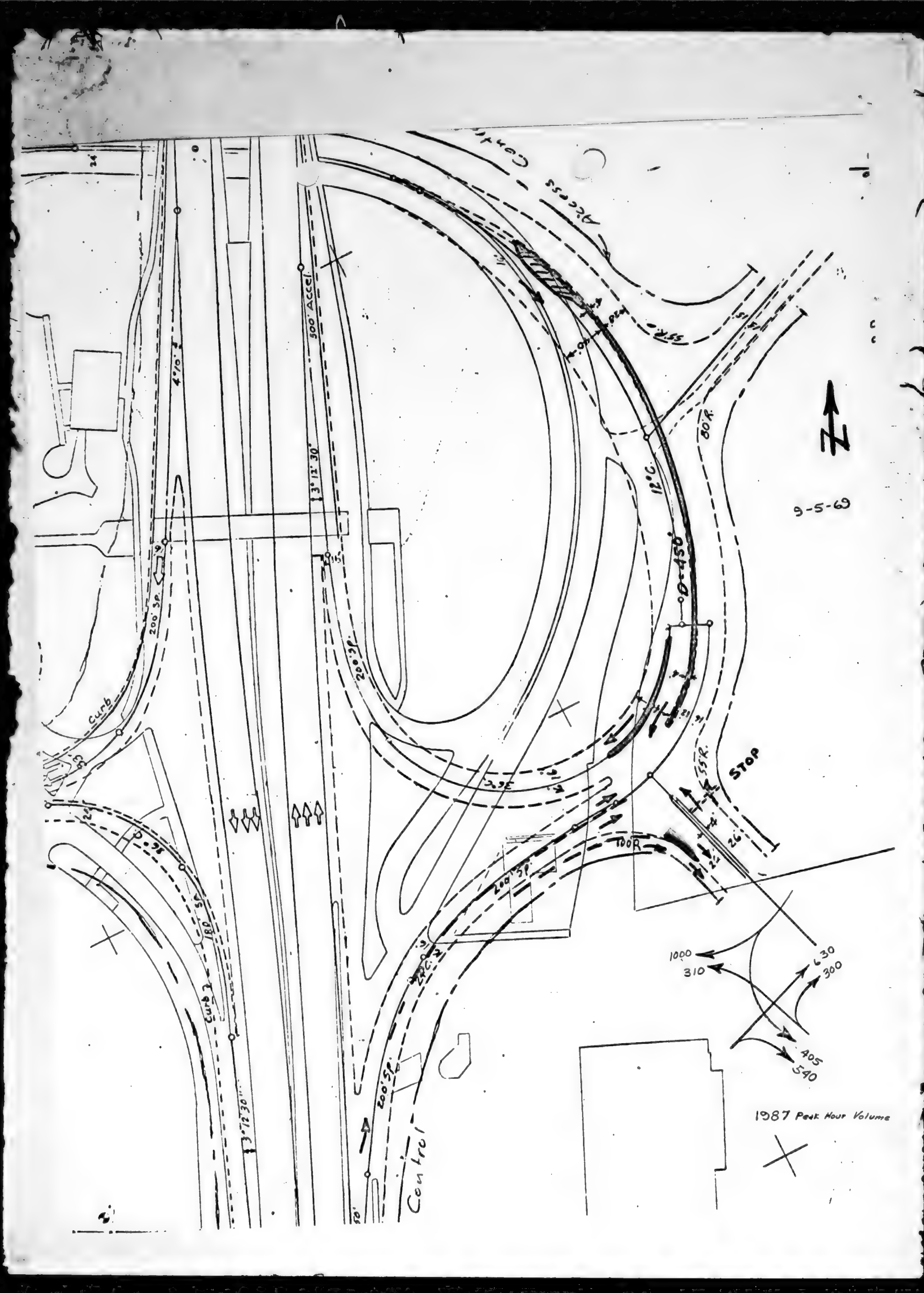
TS:bls



HAYDEN ISLAND ISLAND
INTERCHANGE

---PROPOSED HAYDEN ISLAND DRIVE

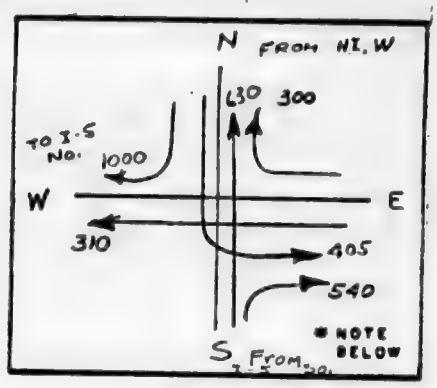
1990 PEAK HOUR TRAFFIC . PM


Access
500' Accel.
13°12'30"
4'10"
200' Sp.
Curb
24'
180' Sp.
Curb
13°12'30"
200' Sp.
Control
12°C.
450'
30'R.
55'R.
STOP
100R
200' Sp.
26'
1000
310
630
300
405
540
1987 Peak Hour Volume
9-5-69
N

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

PROJECT HAYDEN ISLAND

INTERSECTION EAST RAMPS



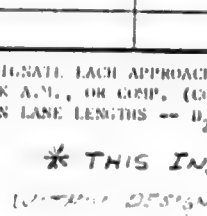
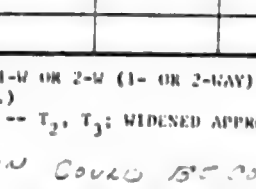
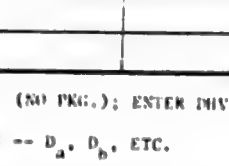
1987 PK HR VOL.

BASIC CONDITIONS:

METRO POPULATION 1,000,000 PHF 0.90

AREA: RESID. CBD RURAL FRINGE (Circle One) OBD

C = SIGNAL CYCLE = SEC. A/C = .../..... = ...

PHASE 1		PHASE 2		PHASE 3		PHASE	
	AMBER		AMBER		AMBER		AMBER
G/C = 0.20 G = SEC.	SEC.	G/C = 0.30 G = SEC.	SEC.	G/C = 0.35 G = SEC.	SEC.	G/C = G = SEC.	SEC.

PHASE

APPROACH ...E.... T= 3 % R= — % L= — % BUS STOP .....

	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV'	REMARKS*
①③	E-N	12	186	0.30				300	
①	E-W	12	4	0.18				310	

APPROACH ....S... T= 3 % R= — % L= — % BUS STOP .....

	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV'	REMARKS*
②	S-N	24	4	0.25				630	D = 300 FT Storage for 60 sec Cycle.
②①	S-E	12	183	0.50				540	D = 350'

APPROACH ....N.... T= 3 % R= ✓ % L= 28 % BUS STOP .....

	MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV'	REMARKS*
	N-W & W-E	24	4	0.64				1405	No Good
③	N-E	12	183	0.35				405	OK D MIN = 350 FT DESIRED 450 FT

APPROACH ..... T= % R= % L= % BUS STOP .....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV'	REMARKS*

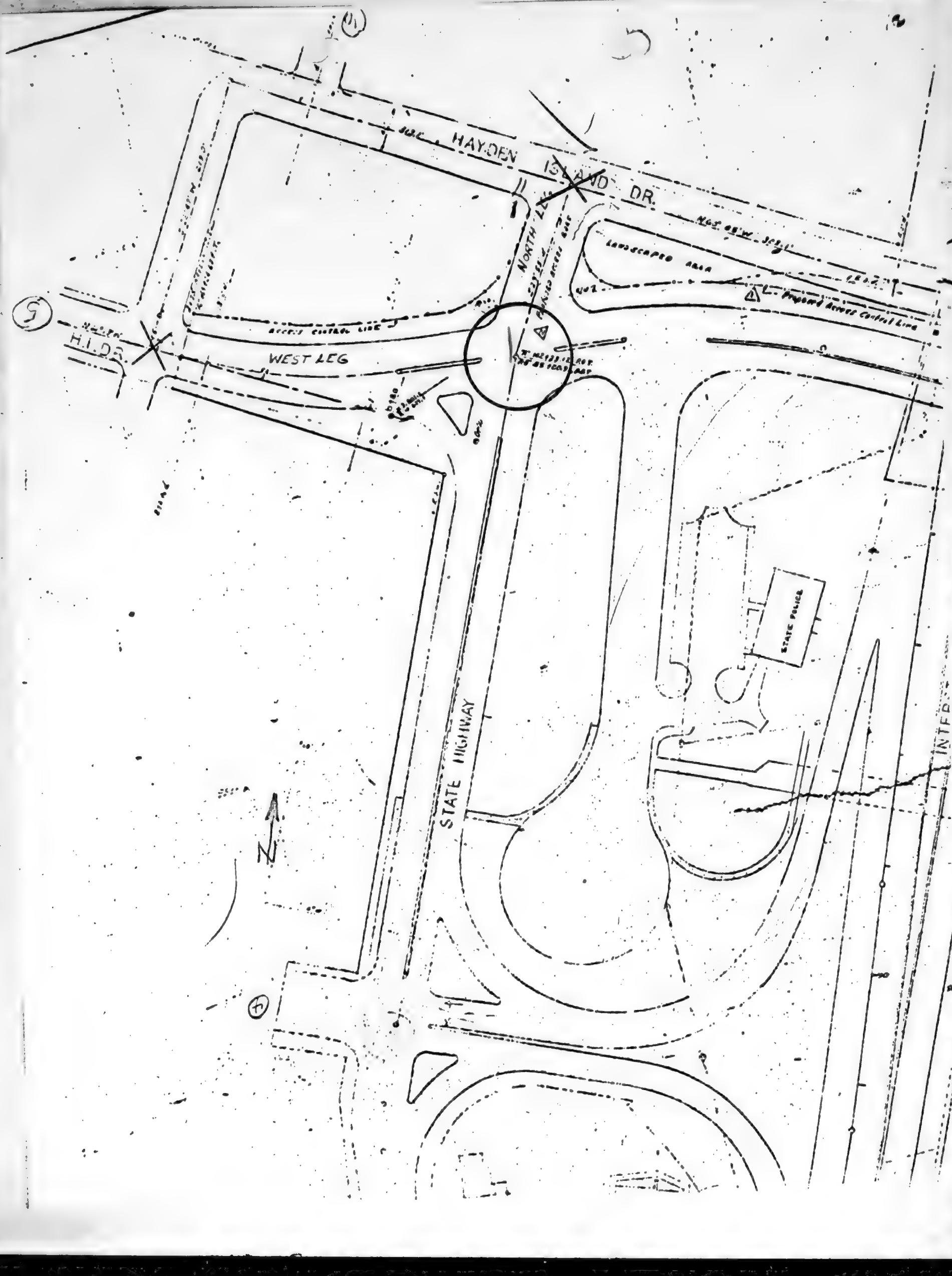
* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV'S
' MARK A.M., OR COMP. (COMPOSITE PEAK.)
◊ TURN LANE LENGTHS -- D_2, D_3; TRUCKS -- T_2, T_3; WIDENED APPROACH LENGTHS -- D_a, D_b, ETC.

BY TS 9-4-69

CHECKED

* THIS INTERSECTION COULD BE CONTROLLED BY STOP SIGN ON EAST APPROACH AND OPERATE WITHIN DESIGN CAPACITY WITH 1000 TRAFFIC

Figure 16.—Capacity analysis worksheet form.


HAYDEN ISLAND DR.
WEST LEG
STATE HIGHWAY
STATE POLICE
LANDSCAPED AREA
Proposed Access Control Line
Access Control Line
NORTH LEG
H.I.DR.
INTERS

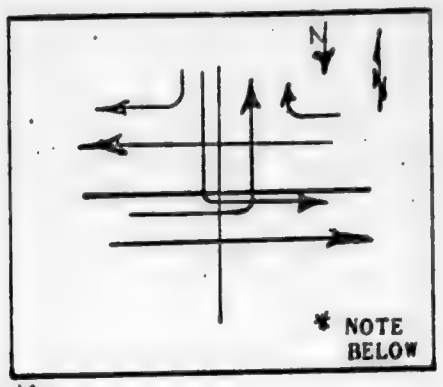
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

3-19 , 19 70

PROJECT HAYDEN ISLAND INTERCHANGE

INTERSECTION HAYDEN ISL. DR & WEST RAMP

CITY PORTLAND

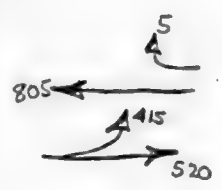
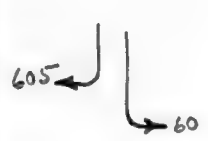


BASIC CONDITIONS:

METRO POPULATION 750,000 PHF

AREA: RESID. CBD RURAL (FRINGE) OBD (Circle One) 1990 PEAK HR VOL.

C= SIGNAL CYCLE= SEC. A/C = ___/___ = ___

PHASE 1	AMBER	PHASE	AMBER	PHASE	AMBER	PHASE	AMBER
							
G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH W T= 3 % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
	W-E	12	4	0.46					810		
	W-N										D_{min} 400 FT
1		24	4	0.30					310		

APPROACH E T= 3 % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
	E-W	12	4	0.30					520		
2	E-N	12	18B	0.37					415		

APPROACH ___ T= 3 % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
2-3	N-W	12	16B	0.60					665		
	N-E										

APPROACH ___ T= % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
ϕ Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

By TS

Checked ___

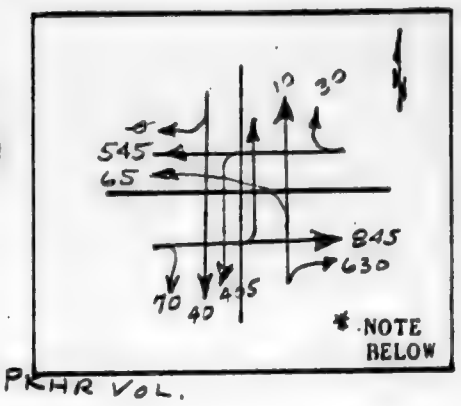
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

3-19, 1976

PROJECT HAYDEN ISLAND INTERCHANGE (2)

INTERSECTION HAYDEN ISL. DR. & WEST RAMP

CITY PORTLAND



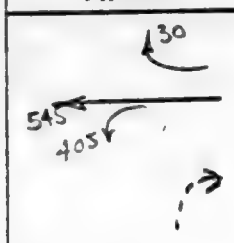
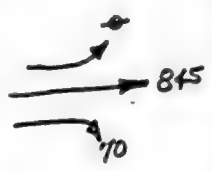
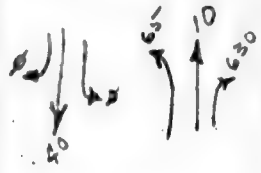
BASIC CONDITIONS:

METRO POPULATION 750,000 PHF 0.80

AREA: RESID. CBD RURAL FRINGE OBD (Circle One)

1990 PKHR VOL.

C= SIGNAL CYCLE= SEC. A/C = ___/___ = ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE 3	AMBER	PHASE	AMBER
							
G/C= 0.36 G= SEC.	SEC.	G/C= 0.32 G= SEC.	SEC.	G/C= 0.21 G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH E T= 3 % R= 5 % L= ~ % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
1	E-W	12	4	0.23					575		
1	E-S	12	18B	0.36					405		

APPROACH W T= 3 % R= 9 % L= ~~0~~ % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
	W-N										
2	W-E	24	4	0.32					915		D_{MIN} = 400FT
	W-S										

APPROACH N T= 3 % R= ~ % L= ~~50~~ % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
3	N-S	12	4	0.15					40		
	N-E										D_D = 150'
	N-W										

APPROACH S T= 3 % R= 0 % L= 0 % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
3	S-N	12	4	0.15					75		
	S-W										
3-1	S-E	12	18B	0.57					630		

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
ϕ Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

By TS

Checked ___

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 13, 1971

To: L. E. George
Operations Engineer
State Highway Building
Salem

SUBJECT: Signal Installation
DT Line
Jantzen Beach Interchange
I-5

Referring to your letter of February 17, 1971 there has been considerable discussion with Hayden Island, Inc. over the location and dimensions of the access points. There has been little or no discussion with them concerning any signal installations or traffic control within the interchange proper. We are proposing that a signal installation be made at "D" line Station approximately 69+00. If a signal can be justified at this location, we would propose to do this work under the present contract.

We would appreciate having you prepare a signal plan for this location along with your recommendations for the need of such an installation.

1/2 XS aff.

Robert L. Schroeder
Metropolitan Engineer

By:

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: F. D. Morgan
Frank Hall
Dennis L. Peterson

Jal Johnson is studying this.

acd. 4/15/71

8000 Motorist Service Signing Proj. 1974
on Col. R. & Old Ore. Trail Hwys.
(Signing at 9 interchanges)

8000

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hoesmer

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	* See below	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9-29-75	R.A. Nichols, Area Engr		** See below
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9-27-74	9-24-74	165 / 180 = 91.6 %	100
APPROVED EXTENSIONS	**LOCATION**		
	Various locations along I-80N		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

* Multnomah, Sherman, Gilliam, Morrow, Umatilla, and Malheur

OCT 07 1975

** I80N-2(55)21
I80N-3(67)103
I80N-4(26)136
I80N-5(44)163
I80N-8(27)373

Washington

OCT 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by R. A. NICHOLS		SIGNATURE: Original signed by E. J. Valach	
TITLE: R. A. Nichols, Area Engineer	DATE: 9-29-75	TITLE: E. J. Valach, District Engineer	DATE: OCT 07 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

Coral #8000 STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — To be completed by Washington Headquarters Personnel

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE: Oregon

COUNTY: 6 Counties

FEDERAL PROJECT NO.: I80N-2(55)21, I80N-3(67)103, I80N-4(26)36, I80N-5(44)163, I80N-8(27)373

URBAN (X) RURAL ( )

DATE STARTED: April 15, 1974

DATE COMPLETED: September 27, 1974

TOTAL NO. BRIDGES:

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY
A		CONSTRUCTION TYPE CODES		Y002
A	20	FINAL CONSTRUCTION COST	DOL.	39,043
A	21	LENGTH OF PROJECT	MILES	217

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
B	30	LABOR — TOTAL MAN HOURS		285
B	30	LABOR — GROSS EARNINGS		2,388
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	17,178
B	9	PETROLEUM PRODUCTS	GAL.	460
B	1	CEMENT	BBL.	
C	2	AGGREGATES PURCHASED	TON.	
C	92	AGGREGATES PURCHASED	CU. YD.	
C	3	BITUMINOUS MATERIAL	GAL.	
C	4	LUMBER	THSD BD FT	
D	5	TIMBER PILING	LIN. FT.	
D	7	REINFORCING STEEL	LB.	1,480
D	8	STRUCTURAL STEEL	LB.	8,309
D	10	EXPLOSIVES	LB.	
E	11	READY-MIXED CONCRETE	CU. YD.	31
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	
E	15	AGGREGATES PRODUCED	TON	
E	95	AGGREGATES PRODUCED	CU. YD.	
F	16	MISCELLANEOUS STEEL	LB.	
F	17	FENCING	LIN. FT.	
F	18	GUARDRAIL	LIN. FT.	
F	19	BRIDGE RAIL	LIN. FT.	
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	35,646
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. Ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

Form 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 26, 1975

FILE:

FROM: Bob Church for C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8000, Work Completed September 27, 1974

Project Motorist Service Signing Project

Highway Columbia River and Old Oregon Trail, County 6 Counties

Type of Work Signing

Contractor Coral Corporation

Recommended Acceptance Date June 24, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Bob Church

APPROVED
F. B. Klaboe
STATE HIGHWAY ENGINEER
DATE: 6-27-75

RECEIVED
STATE HWY ENG
JUN 27 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8000

July 1, 1975

Unigard Mutual Insurance Company
PO Box 25411
Portland, OR

Gentlemen:

On June 30, 1975, we wrote to you concerning release of final payment on Contract No. 8000 awarded to Coral Corporation for the Motorist Service Signing Project on the Columbia River Highway and Old Oregon Trail in six counties.

Final payment on this contract is $1,846.72 and the total contract amount is $36,934.40. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Coral Corporation
135 E. Hereford
Gladstone, OR 97027

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
E. L. Hardt
C. M. Williams
W. E. Schwartz

fkn/hb

STATE COPY

cc: CSHD (H S Coulter)
Wash DC (HHO-32)

10 24 74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ Initial and FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah, Sherman, Gilliam, Morrow, Umatilla and Malheur	Oregon

IN COMPANY WITH
R. L. Peterson, Asst Area Engr & D. Johnson, Engineer Trainee, FHWA.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/21&24/74	A. Masuda, Engineer Trainee	See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	165/180 = 91.6%	100 %

I-80N-2(55)21
I-80N-3(67)103
I-80N-4(26)136
I-80N-5(44)163
I-80N-8(27)373

COPY SENT
OCT 30 1974
Washington

MOTORIST SERVICE SIGNING PROJECT

1. Scope of Inspection

This inspection consisted essentially of noting the signs at their respective locations while enroute on I-80N to other project locations.

2. Description of Project

This project consisted of installing "logo" signs at various locations along I-80N.

3. Findings and Recommendations

This project was completed on September 27, 1974. The project has been completed in reasonably close conformity with the approved plans and specifications. Acceptance of this project is recommended.

RECEIVED
NOV 1 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

YEN
31'74
REFER TO
FOR

A.E. JO

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

8000

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Motorist Service Signing		WEEK ENDING: October 11, 1974
		SECTION PREFIX: 625-1051
HIGHWAY: Columbia River & Old Oregon Trail		COUNTY: Six(6) counties
NAME OF JOB: Motorist Service Signing	KIND OF WORK: Signing	
CONTRACTOR: Coral Corporation	CONTRACT NUMBER: 8000	FEDERAL AID PROJECT NUMBER: Five(5) Projects
DATE OF CONTRACT: April 5, 1974	DATE WORK STARTED: April 15, 1974	ESTIMATED COMPLETION DATE: October 7, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 162
PROJECT AUTHORIZATION: $42,778.80	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 90
EXCLUSIVE OF ENGINEERING: $39,042.66	ENGINEERING AUTHORIZATION: $3,736.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,934.40	ENGINEERING COST TO DATE: $3,460.40	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	this week 432.40	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION: 92.6	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Clear & Warm			
MONDAY 7	" "			
TUESDAY 8	" "			
WEDNESDAY 9	Overcast & Windy			
THURSDAY 10	Cloudy & Warm			
FRIDAY 11	Clear & Warm			
SATURDAY 12	" "			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No Activity
MONDAY 7	Contractor finished clean-up work. Project completed.
TUESDAY 8	No Activity
WEDNESDAY 9	No Activity
THURSDAY 10	No Activity
FRIDAY 11	No Activity
SATURDAY 5	No Activity

REMARKS

Semi-final should be submitted shortly.

SIGNED _____ LOCATION Pendleton

H. N. Van Cleave, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8000

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 10, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project Nos. I-80N-2(55)21
I-80N-3(67)103
I-80N-4(26)136
I-80N-5(44)163
I-80N-8(27)373

SUBJECT Request Contract Acceptance

Contract 8000, Work Completed September 27, 1974

Project Motorist Service Signing Project

Highway Columbia River and Old Oregon Trail

Counties 6 Counties

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 24, 1974

RECEIVED
...A ...Y ENGR
OCT 31 '74
REFER TO
FOR
Info | Archives | R/D | D/R | Sign | Return

G. L. Green
Division Engineer

NOTED
H. O. COULTER

VG:pr

cc: F. B. Klaboe
C. T. Keasey

8000

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-37		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
4	4-160-741	Malheur
		PROJECT NO.
		I-80N-8(27)373

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Ontario "N. Ontario Interchge.-Idaho Ave. Interchge. (Ontario)"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.0
OTHER *(Specify)*		

FUNDS — Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,055	$ 9,277

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer April 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-8(27)373

N. ONTARIO INTERCH.-IDAHO AVE. INTERCH. (ONTARIO) SECTION

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, April 10, 1974

Project agreement estimate

Type Code Y002
Motor Service Signs (M.P. 351 to M.P. 378)

Temporary Protection and Direction of Traffic	All Required (24%)		$ 240.00
Flagmen	10 hours	10.00	100.00
Removal of Existing Sign Installations	All Required		365.00
Sign Support Footings	All Required (23%)		1,604.25
Breakaway Sign Posts	All Required (22%)		4,202.00
Type "B" Signs in Place	384 Sq.Ft.	6.85	2,630.40
	Subtotal		$ 9,141.65
	Engineering		913.35
	Total		$10,055.00

Length of Roadway - - - 0.0 mi.

Federal Funds -	$ 9,277.00
State Funds -	778.00
Total	$10,055.00

Group 2 - 45%

Contract No. 8000

Prefix: 625-1052

2000

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-36		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY
3	4-16-74	Morrow & Umatilla
		PROJECT NO.
		I-80N-5(44)163

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Boardman E. 46.8 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,736	$ 10,828

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. L. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer April 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-5(44)163

BOARDMAN INTERCHANGE-SOUTH PENDLETON INTERCHANGE SECTION

COLUMBIA RIVER AND OLD OREGON TRAIL HIGHWAYS

IN MORROW AND UMATILLA COUNTIES

Salem, Oregon, April 10, 1974

Project Agreement Estimate.

Type Code Y002
Motor Service Signs (M.P. 145 to M.P. 211)

Temporary Protection and Direction of Traffic	All Required (28%)		$ 280.00
Temporary Signs	70 sq.ft.	4.50	315.00
Flagmen	10 hour	10.00	100.00
Sign Support Footings	All Required (29%)		2,022.75
Breakaway Sign Posts	All Required (27%)		5,157.00
Type "B" Signs in Place	408 sq.ft.	6.85	2,794.80
	Subtotal		$10,669.55
	Engineering		1,066.45
	Total		$11,736.00

Length of Roadway - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - -	$10,828.00
State Funds - - - - - - - - - - - - - - -	908.00
Total	$11,736.00

Group 1 - 55%

Contract No. 8000

Prefix: 625-1052

8000

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
4-35	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 4/16/74	COUNTY G1111am
PROJECT REPORT NO. 3		PROJECT NO. I-80N-4(26)136

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Arlington, "Arlington Interchange Section"

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,323	$ 3,988

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer April 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-4(26)136

ARLINGTON INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

Salem, Oregon, April 10, 1974

Project Agreement Estimate.

Type Code Y002
Motor Service Signs (M.P. 112 to M.P. 145)

Temporary Protection and Direction of Traffic	All Required (12%)		$ 120.00
Flagmen	5 hour	10.00	50.00
Sign Support Footings	All Required (12%)		837.00
Breakaway Sign Posts	All Required (11%)		2,101.00
Type "B" Signs in Place	120 sq.ft.		822.00
	Subtotal		$3,930.00
	Engineering		393.00
	Total		$4,323.00

Length of Roadway - - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - - -	$3,988.00
State Funds - - - - - - - - - - - - - -	335.00
Total	$4,323.00

Group 3 - 22%

Contract No. 8000

Prefix: 625-1051

8000 STATE COPY 5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-34		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3	4-16-74	Sherman
		PROJECT NO.
		I-80N-3(67)103

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Jct. US 97 E. 5.4 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,659	$ 9,835

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer April 16, 1974

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-3(67)103

BIGGS JUNCTION INTERCH.-RUFUS INTERCH. SECTION

COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

Salem, Oregon, April 10, 1974

Project Agreement Estimate.

Type Code Y002
Motor Service Signs (M.P. 61 to M.P. 112)

Temporary Protection and Direction of Traffic	All Required (24%)		$ 240.00
Flagmen	10 hour	10.00	100.00
Sign Support Footings	All Required (24%)		1,674.00
Breakaway Sign Posts	All Required (29%)		5,539.00
Type "B" Signs in Place	312 sq.ft.	6.85	2,137.20
	Subtotal		$ 9,690.20
	Engineering		968.80
	Total		$10,659.00

Length of Roadway - - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - - -	$ 9,835.00
State Funds - - - - - - - - - - - - - -	824.00
Total	$10,659.00

Group 2 - 56%

Contract No. 8000

Prefix: 625-1051

8000

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
4-33	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
PROJECT REPORT NO. 3	*(PPM 21-7)* 4-16-74	PROJECT NO. I-80N-2(55)21

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 4.4 mi. E. of Sandy River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,323	$ 3,988

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer April 16, 1974

Oregon State Highway Division

Federal-aid Project
No. I-80N-2(55)21

CORBETT INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, April 10, 1974

Project Agreement Estimate.

Type Code Y002
Motor Service Signs (M.P. 21 to M.P. 61)

Temporary Protection and Direction of Traffic	All Required (12%)		$ 120.00
Flagmen	5 hour	10.00	50.00
Sign Support Footings	All Required (12%)		837.00
Breakaway Sign Posts	All Required (11%)		2,101.00
Type "B" Signs in Place	120 sq.ft.	6.85	822.00
	Subtotal		$3,930.00
	Engineering		393.00
	Total		$4,323.00

Length of Roadway - - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - - -	$3,988.00
State Funds - - - - - - - - - - - - - -	335.00
Total	$4,323.00

Group 1 - 22%

Contract No. 8000

Prefix: 625-1051

80.0

April 8, 1974

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for the Motorist Service Signing Project on the Columbia River Highway and Old Oregon Trail in six counties in the amount of $37,361.40, and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on April 5, 1974, awarded you the project, which has been assigned Contract No. 8000.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 19, 1974.

Very truly yours,

C. W. Read
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
Ed Hardt
Carl Williams
Wm. Geibel (SAIF)
W. E. Schwartz
H. N. Van Cleave

8000

U. S. DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

80N-2(55)21 *

STATE PROJECT NO.
I-80N MOTOR SERVICE SIGNING

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-770 THRU 774

COUNTY NAME
MULTNOMAH *

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 1, 1974	MARCH 1, 1974	INTERSTATE ROUTE 80

STATE ROUTE NUMBER
COLUMBIA RIVER HIGHWAY ROUTE #2
OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

* INCLUDES
I-80N-3(67)103 SHERMAN COUNTY
I-80N-4(26)136 GILLIAM COUNTY
I-80N-5(44)163 MORROW AND UMATILLA COUNTIES
I-80N-8(27)373 MALHEUR COUNTY

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[ ] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S FEBRUARY 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH

3-14-74
original & title sheet to Rulien

RECEIVED
MAR 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENGR
MAR 13 74
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-11-74	Warren W. Cripe	DIVISION ENGINEER

FORM PR-1240 (Rev. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8000

January 29, 1974

Mr. Alfred A. Hampson, Chairman
Travel Information Council
1018 Public Service Building
Portland, Oregon 97204

Dear Mr. Hampson:

This is in reply to your recent letter to Mr. George Baldwin concerning the schedule for letting the logo backboard project on I-80N. We currently plan to receive bids for that project March 28.

As you know there is a shortage of steel and aluminum products and completion will depend upon delivery of these materials to our successful bidder; therefore, I cannot predict the completion time for construction of the backboards. We will do everything to speed the construction.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
H. S. Coulter

TRAVEL INFORMATION COUNCIL

1018 Public Service Bldg. 97204 226-6641
~~1324 S.W. 21st AVENUE~~ • PORTLAND, OREGON • ~~97201~~ • Phone (503) ~~226-6785~~

January 24, 1974

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
ALFRED A. HAMPSON
Chairman
JAMES D. TORREY
Vice Chairman
MISS ELIZABETH C. DUCEY
Secretary
GEORGE M. BALDWIN
GARY COKER
HUGH K. COLE, JR.
JERRY V. FINROW
MRS. ROBERT E. FULTON
WILLIAM HEALY
ALEX MURPHY
JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General
and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

Mr. George Baldwin
Administrator
Highway Department
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Mr. Baldwin:

Last Thursday, January 17, the Emergency Board put a limitation of the amount that the Travel Information Council could borrow of the $100,000 earmarked to help it through its inital stages. The amount was set at $50,000.

It will be necessary for representatives of the Council to appear before the Emergency Board in the event that the debt exceeds that amount. Therefore, I urge you most seriously to do everything you can so that the contract to erect the backboards may be expedited and so that the rent due from these boards will begin to run in the month of May of this year rather than the month of July. This will be very important for the accounting purposes of the council.

It is likewise of the utmost importance that the contract to construct the backboards on 80-N be let as soon as possible. As you know, the delays in this have been very long and have put a tremendous burden upon the finances of the Travel Information Council.

Thank you for the cooperation which I know you will give us.

Very truly yours,

Alfred A. Hampson

AAH:nm
cc: Jack Sollis
Fred B. Klaboe
Robert Davis
Roberta Fulton
Scott Montgomery

RECEIVED
STATE HWY ENGR
JAN 25 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TRANSACTION NUMBERS 1-56 THRU 1-60

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-23-74

BY (Signature): L. H. YOUNG'S 1-3-74 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 770 THRU 774

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
770	I-80-2(55)21	0.0	3,600	3,300	CORBETT INTERCHANGE SECTION MULTNOMAH COUNTY	SIGNING (LOGO SIGNS)
771	I-80-3(67)103	0.0	8,200	7,500	BIGGS JUNCTION INTERCHANGE-RUFUS INTERCHANGE SECTION SHERMAN COUNTY	"
772	I-80-4(26)136	0.0	3,600	3,300	ARLINGTON INTERCHANGE SECTION GILLIAM COUNTY	"
773	I-80-5(44)163	0.0	10,500	9,600	BOARDMAN INTERCHANGE - SOUTH PENDLETON INTERCHANGE SECTION MORROW & UMATILLA COUNTIES	"
774	I-80-8(27)373	0.0	9,200	8,450	NORTH ONTARIO INTERCHANGE - IDAHO AVE. INTERCHANGE (ONTARIO) SECT. MALHEUR COUNTY	"

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR INSTALLATION OF SPECIFIC INFORMATION PANELS, INTERSTATE HIGHWAYS, DATED SEPTEMBER 10, 1973 AND CONCURRED IN BY FHWA-OREGON DIVISION OCTOBER 2, 1973 APPLIES TO THESE PROJECTS AS PROGRAMED.

RECEIVED
JAN 24 74
STATE HWY. ENGR
Info / Invest / B/D / D/R / Sign / Act / File
FOR
REFER TO

RECEIVED
JAN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-23-74	VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

NOTED
E. S. HUNTER

8000

January 3, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
"Motorist Service Signing Project"
Columbia River & Old Oregon Trail
Highway (I-80N)

We are submitting program data for five (5) Interstate Projects, Item Nos. 770 through 774, which we desire to have included in the Federal-Aid Interstate Highway Program.

The work to be done under these projects is to be accomplished by one contract. It is our present intention to receive bids for these projects on April 25, 1974.

Statewide Negative Declaration for Motorist Service Signing Projects received FHWA concurrence on October 2, 1973.

Public Hearings for these projects are not required under the provisions of paragraph 6c of PPM 20-8.

Design Approval for these projects was considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

These projects are exempt from State Clearinghouse review and comments under working agreement dated April 28, 1970.

The projects with Item Nos. 770 and 774 are exempt from Districts 2 and 14 Clearinghouse reviews and comments under working agreements dated October 16, 1970 and August 11, 1970, respectively.

The Notice of Intent was sent November 19, 1973, to District 9 Clearinghouse for the project with Item No. 771, and District 12 Clearinghouse for the projects with Item Nos. 772 and 773 and has lain before each Clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments from either Clearinghouse.

Enc.

JG:dg

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-3-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
2	REPORT NUMBER (18)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME					
	1	I-80N 4.4 mi. E. of Sandy River			13,000	18,600	94	10	Oregon					
3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23		NUMBER 7			
	Signing (Logo Signs)								I-		80-2			
4	CLASS OF FEDERAL FUNDS						COUNTY NAME				CODE (14)(16)			
	Interstate						Multnomah				051			
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID	(32)	STATE	(36)(37)	U.S.		
							I	I-80N		2		I-80N	(41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
	(1-4)(5)	(10)	41	42	43	53						
5					**PE**		I-80N 4.4 mi. E. of Sandy River					
5					**ROW**							
5					**CONST** (CODE) Y002		"Corbett Intchge. Sec." See Note (1) reverse side.	0.0	3,600	3,300	300	
							PROJECT TOTALS	0.0	3,600	3,300	300	

CARD	CODE	PREPARED BY		REMARKS (18)(23)(24)(33)
1	1			
1	14	PROGRAM APPROVAL DATES		

-OV

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-3-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N 4.4 mi. E. of Sandy River	ADT	13,000	18,600	94	10	Oregon	41	042	770

OSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only POST MI.	DESIG.
o Signs)								I-	80-2	(55)	21	N

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah	051	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2	I-80N

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N 4.4 mi. E. of Sandy River						Install footings, posts and panels for mounting motor service signs (logo signs).
ROW								
CONST (CODE) Y002		"Corbett Intchge. Sec." See Note (1) reverse side.	0.0	3,600	3,300	300		
		PROJECT TOTALS	0.0	3,600	3,300	300		

D BY

APPROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

CORBETT INTERCHANGE SECTION
Project No. I-80N-2(55)21

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Corbett	22

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on October 2, 1973.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-80N-3(5)103, I-80N-4(5)136, I-80N-5(5)163 and I-80N-8(5)373. The overall contract will be known as "Motorist Service Signing Project", Columbia River & Old Oregon Trail Highways (I-80N).
(2) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.
(3) The project lies within Congressional District No. 3.

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-3-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION *(45 typewriter spaces)* 21–65: I-80N, Jct. US 97 E. 5.4 mi.	ADT	PRESENT: 5,900	FUTURE (66): 10,600	YEAR (70)(71): 94	REGION (72): 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62: Signing (Logo Signs)	NATL. FOREST (63)(65):	FH ROUTE NO. (66)(69):	SUPV AGCY (69):	DA CLASS'F. (70):	DA AREA (71):	EMERG. YR. (72)(73):	PL. AUTH YR (74)(75):	PROJECT NUMBER PREFIX LETTER(S) (14): I-	NUMBER (29)(37): 80-3(67)			
CARD 4	CLASS OF FEDERAL FUNDS: Interstate								COUNTY NAME: Sherman				
	NAME OF URBAN AREA (17-31):								ROUTE NO.: I	FEDERAL-AID (32): I-80N	STATE (36)(37): 2	U.S. I-8	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE		I-80N, Jct. US 97 E. 5.4 mi.					
5					ROW							
5					CONST (CODE) Y002		"Biggs Jct. Intchge.-Rufus Intchge. Sec." See Note (1) reverse side.	0.0	8,200	7,500	700	
							PROJECT TOTALS	0.0	8,200	7,500	700	

REMARKS (16)(23)(24)(33):

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-3-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, Jct. US 97 E. 5.4 mi.	ADT	5,900	10,600	94	10	Oregon	41	042	771

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signs)								I-	80-3(67)		103	N

DS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Sherman	055	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2	I-80N

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, Jct. US 97 E. 5.4 mi.						Install footings, posts & panels for mounting motor service signs (logo signs).
ROW								
CONST (CODE) Y002		"Biggs Jct. Intchge.-Rufus Intchge. Sec." See Note (1) reverse side.	0.0	8,200	7,500	700		
		PROJECT TOTALS	0.0	8,200	7,500	700		

BY

APPROVAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

BIGGS JCT. INTCHGE.-RUFUS INTCHGE. SECTION
Project No. I-80N-3(67)103

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Biggs Junction	104.56
Rufus	109.95

A-95 Review: Exempt from State Clearinghouse review and comment under working agreement dated April 28, 1970. The Notice of Intent was sent to District 9 Clearinghouse November 19, 1973 and has lain before the Clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments.

Public Hearings : None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on October 2, 1973.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-80N-2(4)21, I-80N-4(4)136, I-80N-5(5)163 and I-80N-8(4)373. The overall contract will be known as "Motorist Service Signing Project", Columbia River & Old Oregon Trail Highways (I-80N).
(2) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.
(3) The project lies within Congressional District No. 2.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-3-74

Budget Bureau No. 41-R2

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD														
CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–65: I-80N Arlington		ADT	PRESENT: 5,400	FUTURE: 10,300 (66)	YEAR: 94 (70)(71)	REGION (72): 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Signing (Logo Signs)	NATL. FOREST (63)(65):	FH ROUTE NO. (66)(68):	SUPV AGCY (69):	DA CLASSIF. (70):	DA AREA (71):	EMERG. YR. (72)(73):	PL. AUTH YR (74)(75):	PROJECT NUMBER — PREFIX LETTER(S) 14–23: I-	NUMBER 7: 80-4				
CARD 4	CLASS OF FEDERAL FUNDS: Interstate								COUNTY NAME: Gilliam					
	NAME OF URBAN AREA 17-31:								ROUTE NO. I	FEDERAL-AID: I-80N (32)	STATE: 2 (36)(37)	U.S: I-80		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4)(5)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)		
5					PE		I-80N Arlington					
5					ROW							
5					CONST (CODE) Y002		"Arlington Intchge. Section" See Note (1) reverse side.	0.0	3,600	3,300	300	
							PROJECT TOTALS	0.0	3,600	3,300	300	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33) REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-3-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
80N Arlington	ADT	5,400	10,300	94	10	Oregon	41	042	772

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ns)								I-	80-4	(26)	136	N

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Gilliam	021	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2	I-80N

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-80N Arlington						Install footings, posts & panels for mounting motor service signs (logo signs).
W								
NST DE) 02		"Arlington Intchge. Section" See Note (1) reverse side.	0.0	3,600	3,300	300		
		PROJECT TOTALS	0.0	3,600	3,300	300		

VAL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

ARLINGTON INTERCHANGE SECTION
Project No. I-80N-4(26)136

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Arlington	137.89 & 138.00

A-95 Review: Exempt from State Clearinghouse review and comments under working agreement dated April 28, 1970. The notice of intent was sent to District 12 Clearinghouse November 19, 1973, and has lain before the Clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on October 2, 1973.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-80N-2(21), I-80N-3(103), I-80N-5(163), and I-80N-8(373). The overall contract will be known as "Motorist Service Signing Project", Columbia River & Old Oregon Trail Highways (I-80N).
(2) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.
(3) The project lies within Congressional District No. 2.

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

1-3-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S.

CARD 2 — REPORT NUMBER (19)–(20): 1 | PROJECT LOCATION *(45 typewriter spaces)* 21–65: I-80N Boardman E. 46.8 mi. | ADT | PRESENT: 7,100* | FUTURE: 13,600* (66) | YEAR: 94 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62: Signing (Logo Signs) | NATL. FOREST (63)–(65) | FII ROUTE NO. (66)–(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)–(73) | PL. AUTH YR (74)–(75) | PROJECT NUMBER: PREFIX LETTER(S) 14–23: I- | NUMBER 7: 80-5

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate | COUNTY NAME: Morrow & Umatilla 049 (141) | NAME OF URBAN AREA 17-31 | ROUTE NO. I | FEDERAL-AID (32): I-80N | STATE (36)(37): 2 & 6 | U.S.: I-80N

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
5					PE		I-80N Boardman E. 46.8 mi.					
5					ROW							
5					CONST (CODE) Y002		"Boardman Intchge.- S. Pendleton Intchge. Section" See Note (1) reverse side.	0.0	10,500	9,600	900	
							PROJECT TOTALS	0.0	10,500	9,600	900	

ESTIMATED PROJECT COST BY PHASES

CARD 1 — CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

(10) (23) (24) (33) REMARKS

* ADT for Intchge. which has highest volume.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

1-3-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Boardman E. 46.8 mi.	ADT	7,100*	13,600*	94	10	Oregon	41	042	773

45 typewriter	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
)								I-	80-5	(44)	163	N

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Morrow & Umatilla	049 / 059	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	2 & 6	I-80N

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	I-80N Boardman E. 46.8 mi.						Install footings, posts, & panels for mounting motor service signs (logo signs).
	"Boardman Intchge.- S. Pendleton Intchge. Section"						
	See Note (1) reverse side.	0.0	10,500	9,600	900		
	PROJECT TOTALS	0.0	10,500	9,600	900		

DATES

REMARKS

* ADT for Intchge. which has highest volume.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

BOARDMAN INTCHGE.-S. PENDLETON INTCHGE. SECTION
Project No. I-80N-5(44)163

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Boardman	164.76
Stanfield	188.83
South Pendleton	210.96

A-95 Review: Exempt from State Clearinghouse review and comments under working agreement dated April 28, 1970. The Notice of Intent was sent to District 12 Clearinghouse November 19, 1973 and has lain before the Clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on October 2, 1973.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-80N-2(21), I-80N-3(103), I-80N-4(136), and I-80N-8(373). The overall contract will be known as "Motorist Service Signing Project", Columbia River & Old Oregon Trail Highways (I-80N).
(2) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.
(3) The project lies within Congressional District No. 2.

Data for PR-37: Morrow County - - - Estimated Cost $4,700
Umatilla County - - Estimated Cost $5,800

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

1-3-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD												
CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION *(45 typewriter spaces)* (21–66): I-80N Ontario	ADT	PRESENT: 3,800	FUTURE: 5,800 (66)(70)	YEAR: 94 (71)(72)	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* (26–62): Signing (Logo Signs)	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER — PREFIX LETTER(S) (14–23): I-	NUMBER (7): 80-8		
CARD 4	CLASS OF FEDERAL FUNDS: Interstate						COUNTY NAME: Malheur		CODE (14): 045			
	NAME OF URBAN AREA (17–31): Ontario						ROUTE NO. I	FEDERAL-AID: I-80N (32)	STATE: 6 (36)(37)	U.S.: I-80N		

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54–58)	ESTIMATED PROJECT COST BY PHASES — TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–76)	STATE FUNDS	OTHER FUNDS
5					PE		I-80N Ontario					
5					ROW							
5					CONST (CODE) Y002		"N. Ontario Intchge.- Idaho Ave. Intchge. (Ontario) Section" See Note (1) reverse side.	0.0	9,200	8,450	750	
							PROJECT TOTALS	0.0	9,200	8,450	750	

CARD 1	CODE 1	PREPARED BY	REMARKS (16–23)(24–33)
1	14	PROGRAM APPROVAL DATES	

FORM PR-1 (REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

1-3-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)

I-80N Ontario

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	3,800	5,800	94	10	Oregon	41	042	774

WORK (35 typewriter spaces)

gns)

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							I-	80-8	(27)	373	N

Interstate

Ontario

COUNTY NAME: Malheur — CODE: 045

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-80N Ontario						Install footings, posts, & panels for mounting motor service signs (logo signs).
W								
NST		"N. Ontario Intchge.- Idaho Ave. Intchge. (Ontario) Section"						
		See Note (1) reverse side.	0.0	9,200	8,450	750		
		PROJECT TOTALS	0.0	9,200	8,450	750		

ESTIMATED PROJECT COST BY PHASES

AL DATES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 46905-P61

N. ONTARIO INTCHGE.-IDAHO AVE. INTCHGE. (ONTARIO) SEC.
Project No. I-80N-8(27)373

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
North Ontario	374.55
Idaho Avenue	376.72

A-95 Review: Exempt from State Clearinghouse and District 14 Clearinghouse reviews and comments under working agreements dated April 28, 1970, and August 11, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurred by Memorandum dated February 15, 1972.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on October 2, 1973.

NOTE: (1) The work under this project is to be accomplished in the same contract with Projects I-80N-2(21), I-80N-3(103), I-80N-4(136), and I-80N-5(163). The overall contract will be known as "Motorist Service Signing Project", Columbia River & Old Oregon Trail Highways (I-80N).
(2) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the Negative Declaration.
(3) The project lies within Congressional District No. 2.

8000

November 7, 1973

Mr. Alfred A. Hampson, Chairman
Travel Information Council
1324 S. W. 21st Avenue
Portland, Oregon 97201

Dear Mr. Hampson:

The logo sign installation contract originally scheduled for bid opening in October has been delayed until the November 29 bid opening. This delay was necessary to produce a set of plans which a contractor could accurately use for installation purposes.

A detailed examination of the proposed locations for the logo signs with respect to the existing sign locations in the field gave a last minute indication that some of the logo signs would be in conflict with the spacing standards currently used. Although it was necessary to delay the bid opening several weeks, the improved quality of the plans could save many weeks of installation time after the contract has been awarded. It will also save possible contract cost increases because of confusing data that would have been shown otherwise.

As a matter of interest to you and Scott Montgomery, L. E. Scorse, our Traffic Engineer, indicates that the initial work which establishes the ground work for your experimental logo sign installation, is nearing completion. Some of the basic criteria the Council might wish to consider in setting up the experimental logo sign project should be discussed at the next Travel Information Council meeting.

Although it was not a pleasant action to take, the delay in the I-5 logo contract has enabled us to include several additional new panels that were recently negotiated and which were not in the original set of plans.

The necessary information to program the logo signing project on I-80N is being assembled and will be sent to the Federal Highway Administration within a few days. Preparation of contract plans and specifications will also begin in the near future, anticipating an early bid opening date.

Very truly yours,

A. L. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
L. E. George
L. H. Young
R. P. Hamilton
J. L. Sollis
J. H. Versteeg
J. B. Boyd

LEG:kw cm

8000

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 5, 1973

TO L. H. Young
Office Engineering Engineer
OFFICE ENGINEERING SECTION

FROM L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
NOV 6 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NO
A. E.

SUBJECT Logo Sign Project on I-80N
Corbett Interchange to Idaho Avenue Interchange

Please take the necessary action to program with the Federal Highway Administration a logo sign project on I-80N extending from the Corbett Interchange through the Idaho Avenue Interchange.

Attached are the interchange locations and the estimated cost of signing at each location.

LEG:kw
Attachments

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. L. Sollis

11-8-73

MILEPOST	INTERCHANGE	ESTIMATED COST
22.10	Corbett	$ 3,575.00
104.56	Biggs Junction	4,600.00
109.95	Rufus	3,575.00
137.89-138.00	Arlington	3,575.00
164.16	Boardman	4,600.00
188.83	Stanfield	3,575.00
210.96	South Pendleton	2,300.00
374.55	North Ontario	2,300.00
376.72	Idaho Avenue	6,900.00
	TOTAL	$35,000.00

8000

TRAVEL INFORMATION COUNCIL

1324 S.W. 21st AVENUE • PORTLAND, OREGON • 97201 • Phone (503) 226-6786

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
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WILLIAM HEALY
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JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General
and Counsel
RICHARD J. TURNER
Planning Director
R. SCOTT MONTGOMERY
Project Director

October 29, 1973

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

mailed

I was advised that the contract for the erection of the backboards for logo boards was withdrawn from the October bidding. While, I am sure, there are reasons for its being withdrawn, let me call to your attention that the rental from these logo boards is the only source of income which the Travel Information Council receives.

It has been since February when we first requested that the backboards be erected as expeditiously as possible.

We have been charged by the legislature to be self-supporting and are obligated to pay interest on the loan fund which has been set up. Quite naturally the Council will be in financial troubles very soon if the backboards are not erected as soon as possible so that the prepaid rents which we have collected can be earned and so we will be entitled to collect the renewals. The perilous financial situation of the Travel Information Council, as you know, is a matter of deep concern to me.

At the same time we would appreciate having the contract let on the backboards for 80-N.

Your cooperation in seeing that these are done as expediously as possible will be appreciated.

Sincerely,

Alfred A. Hampson

Alfred A. Hampson
Chairman

AAH:nm

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 30 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8000

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 26, 1973

TO J. F. Putnam, Region 4 Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Signs
Multnomah Falls-John Day River
I-80N

Dave Carter, Area Engineer with the FHWA, called this office on October 24, 1973, concerning the sign panels on this project. There apparently is a question whether they will participate in the replacement of all the signs on this project. He did indicate they would consider any reasonable alternate cost sharing proposal on the signs in question.

After conferring with E. S. Hunter we will replace only those signs that the FHWA would fund. Reasonable alternates would be considered if adequate justification is provided. Attached is a list of signs that were questioned by Mr. Carter in our discussion. The FHWA is a partner with the State in this contract and are willing to help pay any reasonable claims by the contractor arising out of the deletion of the contract work.

JHV:jh
cc: E. S. Hunter
C. G. Swenson
C. T. Keasey

RECEIVED
OCT 26 1973
OFFICE OF
ASSISTANT STATE ENGINEER

6 x 15	12	90
4 x 9	13	36
14.5 x 5	36	72.5
19 x 11,5	37	218.5
4 x 9	38	36.
7.5 x 3	43	22.5
19 x 8.5	44	161.5
4 x 9	45	36
11 x 14.5	46	159.5
18 x 11	47	198
16 x 11	48	176
9 x 16	51	144
9 x 21,5	52	193.5
10,5 x 9	54	~~24.5~~
7 x 6	60	42

1680,5
570
2250

7				
9				30
11	Ext.			30
13	Ext.			30
15	Ext.			30
17	Ext.			30
20	Ext.			30
24	Ext.			30
25	Ext.			30
27	Ext.			30
31	Ext.			30
33	Ext.			
35	Com.			
40	Com.			30
41	Ext.			
49	Com.			
50	Com.			30.
53	Ext.			
57	Com.			30
75	Ext.			30
79	Ext.			30
80	Ext.			30
81	Ext.			30
82	Ext.			30
85	Ext.			30
86	Ext.			
100				
101				570

Delete 570 sq ft. of type 4 signs =

8000

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 13, 1973

TO W. J. Hart
Bridge Engineer

FROM L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT Locations & Logoboard
Requirements for I-80N

Attached is a list of locations and logoboard requirements for Interstate 80N. The tabulation indicates both the type of sign and the size of sign.

It should be understood that each location implies that signs are installed for each direction.

LEG:kw
Attachments

cc: A. E. Johnson
E. S. Hunter
J. F. Putnam
W. E. Schwartz
R. P. Hamilton

RECEIVED
AUG 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August 1973

INTERSTATE 80-N INTERCHANGE

LOGO SIGNING

Legend	Mile-Post	No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Loc			
		Eastbound			Westbound			Eastbound			Westbound			Eastbound			
		Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas
Corbett	22.10		1			1			5x12			5x12		x	x	x	
Biggs Junction	104.56			1			1			8x12			8x12	x	x	x	
Rufus	109.95	2			2			5x12			5x12			x	x	x	
Arlington	137.89 138.00	2			2			5x12			5x12			x	x	x	
Boardman	164.16	1			1			8x12			8x12			x	x	x	
Stanfield	188.83	1			1			5x12			5x12			x	x	x	
South Pendleton	210.96				1						8x12						
North Ontario	374.55			1						8x12				x	x	x	
Idaho Avenue	376.72	1	1		1	1		8x12	8x12					x	x	x	

1/ Westbound logos approved with understanding that special attention will be given to the possible situation the Tunnel Point viewpoint.

2/ Separate evaluation of feasibility appears necessary for westbound signs because of the restrictive railroa utility location.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August 1973

INTERSTATE 80-N INTERCHANGE

LOGO SIGNING

	Mile-Post	No. Applied For						Size to be Installed (In Ft.)						FHWA Approved Locations						Remarks
		Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound			
		Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	Gas	Food	Lodging	
	22.10		1			1			5x12			5x12		x	x	x	x	x	x	1/
n	104.56			1			1			8x12			8x12	x	x	x	x	x	x	
	109.95	2			2			5x12			5x12			x	x	x	x	x	x	2/
	137.89 138.00	2			2			5x12			5x12			x	x	x	x	x	x	
	164.16	1			1			8x12			8x12			x	x	x	x	x	x	
	188.83	1			1			5x12			5x12			x	x	x	x	x	x	
on	210.96				1						8x12						x	x	x	
	374.55			1						8x12				x	x	x	x	x	x	
	376.72	1	1		1	1		8x12	8x12					x	x	x				

1/ Westbound logos approved with understanding that special attention will be given to the possible situation involving the Tunnel Point viewpoint.

2/ Separate evaluation of feasibility appears necessary for westbound signs because of the restrictive railroad and utility location.

ECCO

5-10-73

H. Scott Coulter

Waivered Billboards. —

Total No. — 1260 (approx)

Letters sent offering free lease if deeded to state. — about 450

Returns from about 300 incl. the major sign ass. — Some letters that we are responding to also. — 33 people have removed signs. — Inference from this is that perhaps 150 signs will have to be removed. —

LOGO Programs. —

Have approved locations on I-5 & I-80N

Field info complete on both. —

Bridge is working on design for I-5 (about 25 interchanges) - Ability of TIC to finance is critical. — Job could be split to fit available financing. —

Sign removal program - in hands of field R/W people. —

SUMMARY STATUS OF SIGN REMOVAL PROGRAM

Some 1260 signs have been erected since 1965 on full waiver and will come down without compensation prior to mid-1975 per current Oregon Legislation.

Some 2,500 signs will be removed as soon as possible upon payment of just compensation to sign and site owners.

Approximately 1,400 signs have been programmed for removal with the Federal Highway Administration. The remaining 1,100 are being processed for programming.

Many other signs are remaining and are in commercial and industrial areas.

Methods of determining just compensation:

1. Schedule based upon average actual audited costs.
2. Appraisal on a sign by sign basis.

Methods of acquiring signs:

1. Direct negotiated agreements with sign owners.
2. Condemnation if we cannot agree as to just compensation.
3. In lieu of condemnation Oregon plans to offer an alternate means for the determination of just compensation through a process of binding arbitration.

It is considered necessary that we secure Federal Highway Administration participation. The law provides that the Federal Government pay 75% of the costs and the State pay 25%. To secure their participation they must approve the State's policy and procedure.

They are considering our policy statement but advance word points to a negative response in the use of binding arbitration. The full extent of Federal Highway Administration participation thus is not known at this time.

The original agreement between the Highway Division and the Oregon Council of Outdoor Advertising reached last year was frustrated when the Emergency Board refused to provide the money necessary to implement same. Since that time the Attorney General has reached another agreement with the Oregon Council of Outdoor Advertising for the determination of just compensation through the process of binding arbitration. However, not all of the eleven member companies have joined in the agreement as yet.

We have recently initiated instructions to purchase privately owned signs or those signs belonging to companies who do not desire to go through arbitration.

It is anticipated that the values for those signs to be reached through binding arbitration will be determined by this coming July 1, and that the acquisition of these signs can be completed soon thereafter.

NOTE: If more word is needed on binding arbitration contact Walt Barrie. If more definitive numbers are needed contact E. E. Beckman.

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Spluttering Campaign for Billboard Removal May Be Slowed Further by Conferees' Bill

By Albert R. Karr
Staff Reporter of The Wall Street Journal

WASHINGTON — The federal program to take down unsightly billboards along highways can't seem to get going—and another roadblock may lie ahead.

Over its 7½ years, the program has suffered bureaucratic foot-dragging, fund starvation and other snarls at the hands of the federal Executive Branch, Congress, and state governments. Of the 800,000 billboards counted on federal-aid roads outside cities after the 1965 highway beautification law passed, only 107,000 have been removed; all were to have come down by last year.

Now, Congress may impose a moratorium, at least until 1975, on tearing down "directional" signs (as contrasted with product signs). Many beautification backers say this would throw a wrench into the whole billboard-removal program.

The House passed the moratorium last month, and broadened the definition of directional signs to include those designating such services as motels and campgrounds. The existing law confines directional signs to those that point out waterfalls and other scenic spots. The House also approved a measure that ostensibly would limit the number of signs on federal-aid roads to six a mile. But critics charge this would just invite retention and construction of up to 1.2 million signs.

The House provisions are contained in highway legislation that a Senate-House conference committee is considering this week. House conferees will try to keep the billboard-removal moratorium and sign "ceiling" intact, while Senate conferees will try to delete them. The Senate highway bill didn't contain the proposals, though both the House and Senate last year approved a moratorium in legislation that later died.

Would Cramp Removal Effort

The moratorium would cramp the removal effort just as it's starting to roll in some states and getting close in others, beautification backers say. The last of the 50 states to comply with federal requirements did so only recently and many are currently getting their schedules for reimbursing sign owners in shape.

"If we can't make a simple sign-removal program work, we can't make any environmental program work," complains John Francis, highway beautification coordinator for the U.S. Transportation Department.

An aide to Sen. Lloyd Bentsen (D., Texas), chairman of the Senate Roads Subcommittee, says his boss has received letters from various states protesting the moratorium, but, he adds, "we don't recall a single state that said it likes the moratorium." It's feared the hiatus could need to go to," and in fact want them kept. Most people don't think road beautification is important, and they consider billboard-removal the least-needed beautification program, the surveys said.

Dissatisfaction in Congress with the billboard-removal plan ever since the law was passed has helped keep the program from moving along. Congress was bludgeoned into passing the 1965 law by President Johnson. Little money was appropriated at first to carry out the act, and as a result the Transportation Department didn't try to invoke penalities on lagging states until 1971.

"This program was never taken very seriously by many members of Congress," and some advised us that "we should wait on signing an agreement because of impending changes in the law," says Virginia Tackett, an Arkansas Highway Department lawyer. Billboard companies urged states to hang back, and prospects for a moratorium have increased their efforts, says the Transportation Department's Mr. Francis.

Also, fussing between the Federal Highway Administration and state highway departments continues to keep the program snarled. Some critics say that, whether intended or not, the federal highway agency's pickiness has helped justify Capitol Hill arguments that the program is unworkable and needs to be changed.

About half of the states have yet to adopt the federal schedule for reimbursing sign owners or to develop and gain federal approval of their own removal schedules, Mr. Francis says. In some states like Idaho, the highway administration balks because it regards the state schedule as too generous; in others, like Washington, billboard companies won't sign removal contracts because they think the reimbursement is too stingy.

"We're just getting to where we have some kind of control of the program, and the moratorium will mean we'll have to go back to negotiating with sign companies," says Grant Bastian, Nevada highway engineer. And state men say trying to decide what's a directional sign and what isn't would be a costly headache.

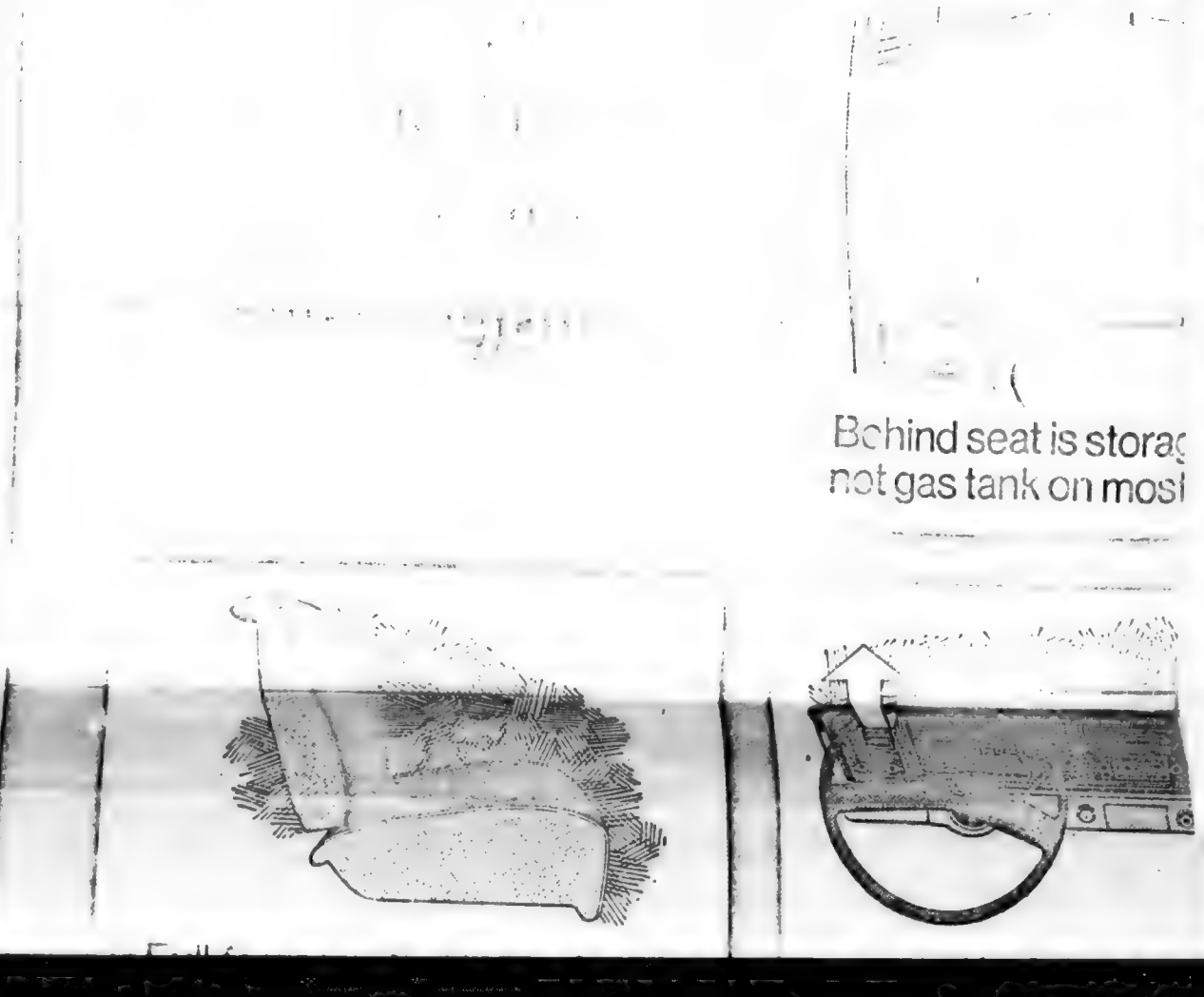
Some states, maybe 15 or 20, may welcome the moratorium, federal planners say, but only because it will give officials an excuse to drag their heels some more. And big billboard companies are certain to press states to hold up on sign removal in a moratorium period, and would probably head for court when states try to defy the moratorium by forging ahead, these planners say.

Rep. Jim Wright (D., Texas), a Public Works Committee member who leads the pro-moratorium battle, contends the measure itself wouldn't permit new signs, but would just allow states to leave directional signs standing until the issue can be resolved.

Limited Funds Available

Indeed, removal advocates say a moratorium until 1975 isn't needed—states won't take down directional signs before then anyway.

IF YOUR COMP...
...WE MA...



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The moratorium would cramp the removal effort just as it's starting to roll in some states and getting close in others, beautification backers say. The last of the 50 states to comply with federal requirements did so only recently and many are currently getting their schedules for reimbursing sign owners in shape.

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Limited Funds Available

Indeed, removal advocates say a moratorium until 1975 isn't needed—states won't take down directional signs before then anyway, considering the limited funds available. But what it would do is force states to take new sign inventories, define "directional," rewrite their rules and question the federal government's resolve, they say. Billboard-removal proponents say sign companies will build signs fast to beat any limit of the moratorium, just as they've put up billboards to beat state laws, or even in violation of them. Since the 1965 federal law was enacted, probably 200,000 big, expensive signs have been built, Mr. Francis estimates, though others have come down.

The moratorium plan is partly an outgrowth of work by the Commission on Highway Beautification, created by Congress in 1970 to study the beautification program and chaired by Mr. Wright. In an interim report last August, the commission suggested that motorists need signs to find lodging and other services.

Surveys for the commission, Mr. Wright notes, concluded that "most people don't resent billboards telling them how to get to gas stations, restaurants, hotels or other places they

administration balks because it regards the state schedule as too generous; in others, like Washington, billboard companies won't sign removal contracts because they think the reimbursement is too stingy.

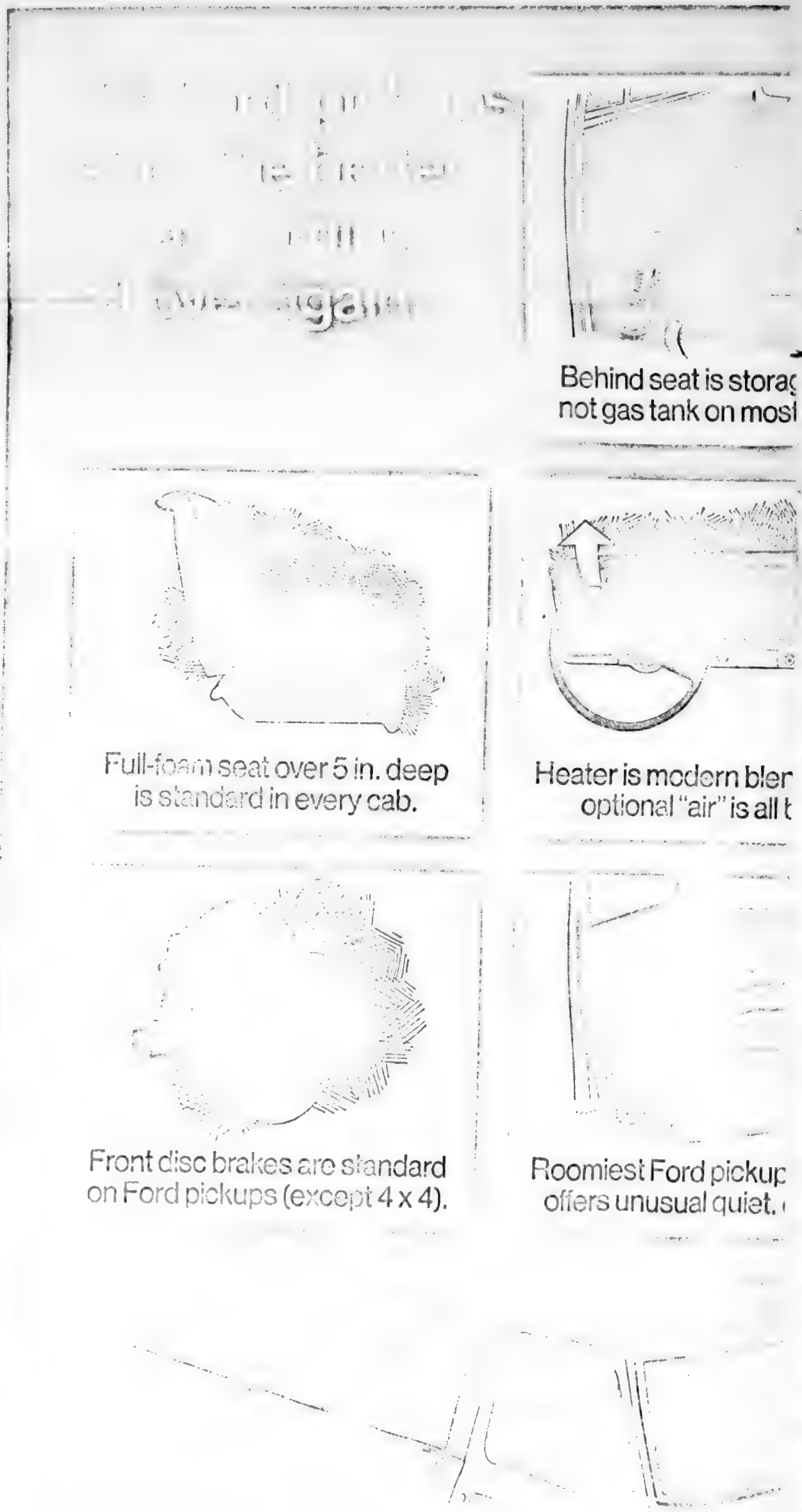
Exxon Limits Deliveries Of Gasoline, Heating Oil

Firm Restricts Dealers' Supplies To 1972 Levels Plus 'Growth Allowance,' Vows Fair Division

By a Wall Street Journal Staff Reporter

NEW YORK—Exxon Co. said it is beginning to restrict some deliveries of fuels.

J. K. Wright, chairman and chief executive of the Exxon Corp. unit, said the company expects to continue supplying gasoline, heating


Behind seat is storag
not gas tank on mos
Full-foam seat over 5 in. deep
is standard in every cab.
Heater is modern bler
optional "air" is all t
Front disc brakes are standard
on Ford pickups (except 4 x 4).
Roomiest Ford pickup
offers unusual quiet.

MAY 10 197

Mr. Alfred A. Hampson, Chairman
Travel Information Council
Public Service Building
Portland, Oregon 97204

Dear Al:

In response to your February 27 letter, a meeting between Highway personnel and Council staff was held March 28 to discuss ways and means to implement the "Logo" sign installations. The main hang-up at this time is a method of obtaining the financing for the program.

Mr. A. E. Johnson, Deputy Highway Engineer, has been negotiating with Jon Yunker, Budget Division, in an attempt to secure financing under the Highway budget in order to assist the Council with this program. Mr. Yunker has just reported that he has been informed by the Ways and Means Subcommittee that the Travel Information Council must have the eight percent participation in their account prior to contracting a project. The Subcommittee also stated that if the 92 percent Federal participation comes out of Highway apportionment, the Travel Information Council will be required to return that amount to the Highway Division.

On Interstate projects, the 92 percent participation for logo signs is out of our apportionment but is considered as additional money since the Interstate projects are to be a completed system. This is not true of our Primary system. On the Primary highways, the Federal participation will come out of our apportionment and, according to the Ways and Means Subcommittee, will have to be repaid by the Travel Information Council.

They suggest that all logos, Primary and Interstate, should be charged the same and that the Travel Information Council should be building up a reserve to repay the Federal portion on Primary highways in the future.

With respect to the three specific items mentioned in your letter:

1. The contract was let for the logo boards at Wilsonville and Corvallis-Lebanon interchanges; however, the contractor is now in an overrun period so we should see these signs erected soon.

2. L. E. George, Traffic Engineer, Scott Montgomery, and E. E. Beckman have met and reviewed all interchanges along I-5 for additional logo sign installations.

3. The Traffic Section has worked up the necessary information and will turn it over to the Design Section for the preliminary work prior to letting a contract for logo signs at 25 approved interchanges along I-5.

Hopefully, the necessary funding and contracting will proceed in an orderly fashion including the provision for a revolving fund as suggested in your second February 27 letter. It is our understanding that the Travel Information Council budget does not include the $100,000 revolving fund mentioned in this letter and it may be appropriate to modify your budget in the event that the appropriate legislation is passed to provide such a revolving fund.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
N. S. Coulter
J. B. Boyd
L. E. George
R. P. Hamilton

EEB:lh/AEJ:ja kw

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 21, 1972

In reply refer to: 10-35-DA/
520.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
NOV 27 '72
REFER TO
FOR
Info | Dvs | RD | DR | Sec | Act | File

SUBJECT: Specific Motorist Information Signs on I-80N

My September 1, 1972 memorandum responded to the request in Mr. Shaw's August 9, 1972 letter for some of the interchanges on I-80N. The following actions and comments concern the remaining interchanges on I-80N. It is expected that you will independently verify the availability or lack of space as set forth in the following.

West Hood River

All three classes of logo signs are approved eastbound. Two classes of logo signs are approved westbound.

Chenoweth

All three classes of logo signs are approved eastbound. (No westbound exit.)

West The Dalles

Space is not available westbound and does not appear to be available eastbound for logo signs.

The Dalles - City Center

(Eastbound exit) - Space is not available for logo signs.

Brewery Grade

Space for logo signs is not available in either direction.

The Dalles Bridge

Space for logo signs is not available eastbound. Based on available space, a gas logo only is approved westbound.

(more)

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Biggs

All three classes of logo signs are approved for both directions.

Rufus

All three classes of logo signs are approved eastbound. Lineal space is available westbound but a separate evaluation of feasibility appears necessary because of the restrictive railroad and utility location.

Boardman

All three classes of logo signs are approved for both directions.

Barnhart

All three classes of logo signs are approved for both directions.

West Pendleton

All three classes of logo signs are approved eastbound. Space for logo signs is not available westbound.

Emigrant Avenue

All three classes of logo signs are approved eastbound. Space for logo signs is not available westbound.

South Pendleton

All three classes of logo signs are approved westbound. Space for logo signs is not available eastbound.

Mission
Wallowa Lake
Union Junction

All three classes of logo signs are approved for both directions.

South Baker
Benson Creek
North Ontario

All three classes of logo signs are approved for both directions.

Idaho Avenue Interchange

All three classes of logo signs are approved for the eastbound lanes. Space is not available for logo signs westbound.

(more)

The following actions and comments concern interchanges covered in our September 6, 1972 memorandum. Please make the necessary corrections in your logo planning for these isolated rural interchanges.

Chandler
Meacham
Ladd Canyon
Clover Creek
Wolf Creek

All three classes of logo signs are approved for both directions.

Foothills Road
Richland

All three classes of logo signs are approved eastbound. Space is not available for logo signs westbound.

Ladd Creek

This is only a partial interchange and reasonably convenient return to the freeway is not available.

Where logo signs have been approved in the foregoing, it is with the understanding that such signs will be installed only if you have determined that once a motorist has left the freeway he can with safety and reasonable convenience locate the service and return to the freeway. Also it is understood that all specific information panels shall conform to requirements under Paragraphs 22.4 through 22.8 of the National Standards.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

8000

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 6, 1972

In reply refer to: 10-35-DA/
520.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Specific Motorist Information Signs on I-80N

#7916

In my September 1, 1972 memorandum, specific approval of logo signs at the following interchanges was not given pending your review: Chandler, Richland, Meacham, Foothills Road, Ladd Creek, Ladd Canyon, Clover Creek, and Wolf Creek Road. As discussed at the meeting with members of your staff and TIC on September 5, 1972, logo signs may be considered as approved at these interchanges for purposes of planning. The only reason specific approval was not given in my September 1 memorandum is that the interchanges are in isolated rural areas with no services available.

NOTED
TOM EDWARDS

RECEIVED
STATE HWY ENGR
SEP 8 '72
REFER TO
L75
FOR
Info | Ives | R/D | D/R | Dist | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form FHWA-121 (12-67)
UNITED STATES GOV_NMENT

Memorandum

8000

U.S. DE_TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 1, 1972

In reply refer to: 10-35-DA/
520.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Specific Motorist Information Signs on I-80N

Mr. Shaw's August 9 letter requested approval for the installation of specific information panels at all interchanges on I-80N extending from Portland to the Idaho State line. The following actions and comments concern a portion of the interchanges. The remainder of the interchanges are under review and comments will be furnished shortly.

Arata Road
Marine Drive-Sundial-Troutdale

Space is not available between the previous interchange and existing major guide signs in both directions. Logo signs cannot be approved.

Corbett Junction

All three classes of logo signs are approved for the eastbound direction. All three classes of logo signs are also approved for the westbound with understanding that special attention will be given to the possible situation involving the Tunnel Point viewpoint.

Bridal Veil

Only a single eastbound exit ramp exists at this location. A motorist would have to travel several miles on the old Columbia River Highway to return to the Interstate. Logo signs cannot be approved.

Dodson

Considering the geometry involved, all three classes of logo signs will be approved for both directions provided an adequate system of confirmation signs can be developed to direct a motorist to available services.

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

West Cascade Locks

A gas logo is approved. Space is not available for the other two classes of logo signs.

East Cascade Locks

All three classes of logo signs are approved.

East Pendleton
West LaGrande

These are only partial interchanges. Reasonably convenient return to the freeway is not available. Logo signs cannot be approved.

Emigrant Park

This location presents a special problem because of the design of the interchange and location of services. Please review the conditions at this location and advise us if the use of logos is specifically planned.

Chandler
Richland
Meacham
Foothills Road
Ladd Creek
Ladd Canyon
Clover Creek
Wolf Creek Road

Please review the specific condition at these locations and advise us if the use of logo signs is specifically planned.

Moiser
Arlington
Stanfield
North Powder
Encina-Pleasant Valley
Durkee
North Huntington
Olds Ferry

All three classes of logo signs are approved for both directions.

(more)

Where logo signs have been approved in the foregoing, it is with the understanding that such signs will be installed only if you have determined that once a motorist has left the freeway he can with safety and reasonable convenience locate the service and return to the freeway. Also it is understood that all specific information panels shall conform to requirements under Paragraphs 22.4 through 22.8 of the National Standards.

RECEIVED
STATE HWY ENGR
SEP 5 '72
REFER TO
FOR
Info | Inves | R/D | DIR | S.R. | Art | File

RECEIVED
SEP 5 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TRAVEL INFORMATION COUNCIL

EAST SALEM HIGHWAY BUILDING
ROOM 208 • SALEM, OREGON • 97310 • Phone (503) 378-2636

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
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WILLIAM HEALY
ALEX MURPHY
JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General
and Counsel
RICHARD J. TURNER
Planning Director

August 3, 1972

Mr. George Baldwin
Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin,

In order to ascertain the number of interchanges that will be involved in the Motorist Information Program, the TIC requests that you obtain approval from the FHWA of the following interchanges on Interstate 80N for erection of specific information panels:

Arata Road
Marine Drive &
Sundial Troutdale
Corbett Junction
Bridal Veil
Dodson
West Cascade Locks
East Cascade Locks
West Hood River
Mosier
Chenowith
West The Dalles
Mosier-The Dalles
Brewery Grade
The Dalles Bridge
Biggs Junction
Rufus
Arlington
Boardman
Stanfield Junction
Barnhart
West Pendleton
Emigrant Ave.
South Pendleton
East Pendleton
Mission Int.
East Imigrant Park
Meacham
Baker LaGrande Hwy.
South Baker
Pleasant Valley
Durkee
North Huntington
Benson Creek
Olds Ferry
North Ontario
Idaho Avenue

The Council feels that the above interchanges correspond to the provisions of the National Standards (Part 22, Federal Laws & Regulations) insofar as they are:

=more=

a. "rural interchanges where a number of motorist services normally are not available" (Para. 22.3 (a))

b. "Circumferential, by pass on beltway-type routes where existing roadside development is not urban in character." (Para. 22.3 (a))

Again, the Council asks that full consideration be given to the June 14th memo of Mr. O'Connor and Mr. Lacey. The memo's amplification of the above mentioned regulations, in my opinion, further enhances the Council's position in this matter.

Sincerely,

Alfred A. Hampson

Alfred A. Hampson
Chairman
T I C

AAH/rc

RECEIVED
AUG 7 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8001 S. Penfield Int.-S.E. Foster 1974
Road Sec. of East Ftld. Fwy.
(File and plate load tests)

7112.18091

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 6-75 & 6-76		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: I-IR-205-7(2)303
MODIFICATION NUMBER: 21 & 22	6 & 7	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,629,872	$ 13,629,872 110,664 (044)
Federal funds	$ 12,569,378	$ 12,458,714 (042)
Other revisions		

This modification is made for the following reasons: to reflect joint financing utilizing Appn Code 044 funds for preliminary engineering work to develop landscape plans subsequent to December 28, 1981.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Control Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 21, 1982

Federal-Aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION
OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)		All Required	$10,195,693.00
Develop Landscape Plans (State Forces) Subsequent to 12-28-81		All Required	120,000.00
Consultant Engineering			
Wilbur Smith & Associated (Socioeconomic Study)		All Required	$ 12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)		All Required	61,067.00
Sverdrup and Parcel & Associated, Inc. (Prelim. Design Col. R. Br.)	(77%)*	All Required	222,313.00
Sverdrup and Parcel & Associated, Inc. (Pedestrian-Bikeway Feasibility Study #1)	(77%)***	All Required	4,030.00
Sverdrup and Parcel & Associated, Inc. (Final Design Col. R. Br.	(77%)**	All Required	1,230,677.00
Sverdrup and Parcel & Associated, Inc. (South Br. Extension Feasibility Study)	(100%)	All Required	219,200.00
Sverdrup and Parcel & Associated, Inc. Supplement #3	(77%)	All Required	413,200.00
Sverdrup and Parcel & Associated Inc. (Additional Foundation Investigation) Supplement #7	(77%)*****	All Required	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)		All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)		All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)		All Required	22,500.00

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required		80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required		27,730.00
Howard, Needles, Tammen & Bergendoff Environmental Impact Study) Supplement #2	All Required		47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required		10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required		15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required		100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required		113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required		29,000.00
			$13,122,229.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract No. 7962

Mobilization		All Required	$ 197,542.00
Pile Casing on Land	156 Lin. Ft.	20.00	3,120.00
Pile Casing on Water	356 Lin. Ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Pi;es	35 Lin. Ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 Lin. Ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 Lin. Ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 Lin. Ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-outs Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Costs)		All Required	200.00
Temporary Erosion Control		All Required	100.00
On-the-job Trainees (1 @ $800)		All Required	800.00
			$ 1,100.00
		SUBTOTAL	$ 466,265.00
		Engineering	46,626.00
		SUBTOTAL	$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
		TOTAL	$ 400,055.00

Type Code PE
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract No. 8001

Preparation of Test Sites		All Required	$ 5,500.00
Furnish Pile Driving Equipment		All Required	28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 Lin. Ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 Lin. Ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B(EW)		All Required	$ 6,831.14
Additional Test Pile at New Location (EW)		All Required	6,853.98
Temporary Erosion Control		All Required	100.00
			$ 13,785.12
		SUBTOTAL	$ 96,685.12

Type Code Y070
Archeological Salvage

Archeological Site Survey	All Required	$	1,235.00
	TOTAL	$	1,235.00

Length of Project ---------- 12.7 miles

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	042	$13,002,229.00	$11,990,655.00	$1,011,574.00
Develop Landscape Plans	044	120,000.00	110,664.00	9,336.00
Test Pile Driving Contract 7962	042	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	042	106,353.00	98,070.00	8,283.00
Archeological Salvage	042	1,235.00	1,059.00	176.00
TOTAL		$13,629,872.00	$12,569,378.00	$1,060,494.00

Prefixes: 626-1909
626-1968
626-1954
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 which 23% is the State of Washington's share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington's share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington's share.
****Total cost is $560,000 of which 23% is the State of Washington's share.
*****Total cost is $114,680 of which 23% is the State of Washington's share.

8001

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-144		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER	6-7 79	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, , 19 65 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ---	$ 12,014,179.00
Federal funds	$ ---	$ 11,079,386.00
Other revisions		

This modification is made for the following reasons:

To include authorized increase in preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Johnston

Asst. State Highway Engineer
(Title)

By ~~Xx~~ For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION
OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$ 8,700,000.00
Consultant Engineering		
Wilbur Smith & Associated (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,067.00
Sverdrup and Parcel & Associated, Inc. (Prelim. Design Col. R. Br.)	All Required (77%) *	222,313.00
Sverdrup and Parcel & Associated, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%) ***	4,030.00
Sverdrup and Parcel & Associated, Inc. (Final Design Col. R. Br.)	All Required (77%) **	1,230,677.00
Sverdrup and Parcel & Associated, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associated, Inc. Supplement #3	All Required (77%) ****	413,200.00
Sverdrup and Parcel & Associated Inc. (Additional Foundation Investigation) Supplement #7	All Required (77%) ***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required		27,730.00
Howard, Needles, Tammen & Bergendoff Environmental Impact Study) Supplement #2	All Required		47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required		10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required		15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required		100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required		113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required		29,000.00
			$ 11,506,536.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract No. 7962

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 Lin.Ft.	20.00	3,120.00
Pile Casing on Water	356 Lin.Ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 Lin.Ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 Lin.Ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 Lin.Ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 Lin.Ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-outs Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract No. 8001

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 Lin.Ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 Lin.Ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Oregon State Highway Division
Salem, Oregon, June 4, 1979

Federal Aid Project
No. I-205-7(2)303

Type Code Y070
Archeological Salvage

Archeological Site Survey	All Required	$ 1,235.00
	Total	$ 1,235.00

Length of Project - - - - - - - - - - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,506,536.00	$ 10,611,327.00	$ 895,209.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Archeological Salvage	1,235.00	1,059.00	176.00
Total	$ 12,014,179.00	$ 11,079,386.00	$ 934,793.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $ 288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington Share.
***Total Cost of pedestrian-Bikeway Feasibility Study No. 1 is $ 5,234 of which 23% is the State of Washington share.
****Total cost is $ 560,000 of which 23% is the State of Washington share.
*****Total cost is $ 114,680 of which 23% is the State of Washington share.

8001

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-82
PROJECT REPORT NUMBER
MODIFICATION NUMBER 17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-16-77

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah & Clackamas

Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,340,908	$ 11,167,235
Federal funds	$ 8,614,100	$ 10,298,334
Other revisions		

This modification is made for the following reasons:

Increase in final design costs and include authorized archeological salvage.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By G Kenney

acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, August 8, 1977

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$7,853,056.00
Consultant Engineering		
Wilbur Smith & Associated (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,067.00
Sverdrup and Parcel & Associated, Inc. (Prelim. Design Col. R. Br.)	All Required (77%)*	222,313.00
Sverdrup and Parcel & Associated, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%)***	4,030.00
Sverdrup and Parcel & Associated, Inc. (Final Design Col. R. Br.)	All Required (77%)**	1,230,677.00
Sverdrup and Parcel & Associated, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associated, Inc. Supplement #3	All Required (77%)****	413,200.00
Sverdrup and Parcel & Associated Inc. (Additional Foundation Investigation) Supplement #7	All Required (77%)***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00

Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff Environmental Impact Study) Supplement #2	All Required	47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required	10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required	15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required	100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required	113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required	29,000.00
		$10,659,592.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract No. 7962

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin. ft.	20.00	3,120.00
Pile Casing on Water	356 lin.ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin.ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin.ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin.ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin.ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-outs Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00

Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract No. 8001

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin.ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin.ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Type Code Y070
Archeological Salvage

Archeological Site Survey	All Required	$ 1,235.00
	Total	$ 1,235.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$10,659,592.00	$9,830,275.00	$829,317.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Archeological Salvage	1,235.00	1,059.00	176.00
Total	$11,167,235.00	$10,298,334.00	$868,901.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.
***Total cost of pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.
****Total cost is $560,000 of which 23% is the State of Washington share.
*****Total cost is $114,680 of which 23% is the State of Washington share.

8001

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-111		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Multnomah
MODIFICATION NUMBER 16	11-4 76	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5 , 19 65 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,539,400	$ 9,340,908
Federal funds	$ 6,952,800	$ 8,614,100
Other revisions		

This modification is made for the following reasons:

To include increase in preliminary engineering field work and design work by State forces.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

55717

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, November 1, 1976

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$6,027,964.00
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,067.00
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (77%)*	222,313.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%)***	4,030.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (77%)**	1,230,677.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associates, Inc. Supplement #3	All Required (77%)****	413,200.00
Sverdrup and Parcel & Associates Inc. (Additional Foundation Investigation) Supplement #7	All Required (77%)***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	$ 80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required	47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required	10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required	15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required	100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required	113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required	29,000.00
		$8,834,500.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin. ft.	20.00	3,120.00
Pile Casing on Water	356 lin. ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin. ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin. ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin. ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin. ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
Less State of Washington Share (22%)	Subtotal		$ 512,891.00 (112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin. ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin. ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$8,834,500.00	$8,147,100.00	$687,400.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Total	$9,340,908.00	$8,614,100.00	$726,808.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.
****Total cost is $560,000 of which 23% is the State of Washington share.
*****Total cost is $114,680 of which 23% is the State of Washington share.

8001 DIVISION FILE COPY STATE COPY 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-115		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Multnomah
MODIFICATION NUMBER 15	3-11-76	Project Number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,300,000	$ 7,539,400
Federal funds	$ 6,734,000	$ 6,952,800
Other revisions		

This modification is made for the following reasons:

To include approved supplements with Howard, Needles, Tammen and Bergendoff consulting engineers.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 895-313

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, March 5, 1976

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$4,226,456.06
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (77%)*	222,313.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%)***	4,030.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (77%)**	1,230,677.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associates, Inc. Supplement #3	All Required (77%)****	413,200.00
Sverdrup and Parcel & Associates Inc. (Additional Foundation Investigation) Supplement #7	All Required (77%)***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required		27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required		47,310.00
Howard, Needles, Tammen & Bergendoff (Supplement #3)	All Required		10,590.00
Howard, Needles, Tammen & Bergendoff (Supplement #4)	All Required		15,520.00
Howard, Needles, Tammen & Bergendoff (Supplement #5)	All Required		100,000.00
Howard, Needles, Tammen & Bergendoff (Supplement #6)	All Required		113,290.00
Systems, Science and Software (Air Quality Analysis)	All Required		29,000.00
			$7,032,992.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

	All Required		$ 197,542.00
Mobilization	156 lin. ft.	20.00	3,120.00
Pile Casing on Land	356 lin. ft.	41.00	14,596.00
Pile Casing on Water			
Furnish and Drive 14" Prestressed Concrete Piles	35 lin. ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin. ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin. ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin. ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00

Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin. ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin. ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$7,032,992.00	$6,485,800.00	$547,192.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Total	$7,539,400.00	$6,952,800.00	$586,600.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.
****Total cost is $560,000 of which 23% is the State of Washington share.
*****Total cost is $114,680 of which 23% is the State of Washington share.

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-73		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Clackamas and Multnomah
MODIFICATION NUMBER 14		PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,200,000	$ 7,300,000
Federal Funds	$ 5,717,600	$ 6,734,000
Other revisions		

This modification is made for the following reasons:

To include increase in cost of preliminary engineering by State forces and consultant engineering firm of Sverdrup and Parcel and Associated Inc. for design of the Columbia River Bridge.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, September 5, 1975

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$4,226,456.06
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (77%)*	222,313.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%)***	4,030.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (77%)**	1,230,677.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associates, Inc. Supplement #3	All Required (77%)****	413,200.00
Sverdrup and Parcel & Associates Inc. (Additional Foundation Investigation)	All Required (77%)***	88,303.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00

Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required		27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required		47,310.00
Systems, Science and Software (Air Quality Analysis)	All Required		29,000.00
			$6,793,592.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin. ft.	20.00	3,120.00
Pile Casing on Water	356 lin. ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin. ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin. ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin. ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin. ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 1,100.00
Subtotal		$ 466,265.00
Engineering		46,626.00

	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract

Preparation of Test Sites	All Required		$ 5,500.00
Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin. ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin. ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
	Subtotal		$ 96,685.12
	Engineering		9,667.88
	Total		$ 106,353.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$6,793,592.00	$6,267,000.00	$526.592.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Total	$7,300,000.00	$6,734,000.00	$566,000.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.
****Total cost is $560,000 of which 23% is the State of Washington share.
*****Total cost is $114,680 of which 23% is the State of Washington share.

STATE COPY

M[illegible]Y TRANSACTION NUMBER 1-49	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 38	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 13	1-9-75	PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,326,695	$ 6,200,000
Federal Funds	$ 4,912,276	$ 5,717,600
Other revisions		

This modification is made for the following reasons:

to include increase in cost of preliminary engineering by State forces and consultant engineering firm of Sverdrup and Parcel & Associates Inc. for design of the Columbia River Bridge.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of January, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, December 30, 1974

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$3,196,759.06
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (77%)*	222,313.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%)***	4,030.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (77%)**	1,230,677.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required (100%)	219,200.00
Sverdrup and Parcel & Associates, Inc. Supplement #3	All Required (77%)****	413,200.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required	47,310.00

Systems, Science and Software (Air Quality Analysis)	All Required		$ 29,000.00
			$5,693,592.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin. ft.	20.00	3,120.00
Pile Casing on Water	356 lin. ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin. ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin. ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin. ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin. ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 1,100.00
	Subtotal		$ 466,265.00
	Engineering		46,626.00
	Subtotal		$ 512,891.00
Less State of Washington Share (22%)			(112,836.00)
	Total		$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract

Preparation of Test Sites	All Required		$ 5,500.00

Furnish Pile Driving Equipment	All Required		$ 28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin. ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin. ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,831.14
Additional Test Pile at new Location (EW)	All Required		6,853.98
Temporary Erosion Control	All Required		100.00
			$ 13,785.12
		Subtotal	$ 96,685.12
		Engineering	9,667.88
		Total	$ 106,353.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$5,693,592.00	$5,250,600.00	$442,992.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	106,353.00	98,070.00	8,283.00
Total	$6,200,000.00	$5,717,600.00	$482,400.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 of which 23% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.
****Total cost is $560,000 of which 23% is the State of Washington share.

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-102		Oregon
PROJECT REPORT NUMBER 37	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 12	(PPM 21-7) 6-25-74	PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,826,695	$ 5,326,695
Federal Funds	$ 4,451,176	$ 4,912,276
Other revisions		

This modification is made for the following reasons:
To include increase in cost of preliminary engineering by State forces and change in State share for design of the Columbia River bridge as per revised agreement between Oregon and Washington.

All other terms and conditions of the Project Agreement will remain in full force and effect.
This modification is effective as of the 25 day of July, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. J. Smith
(Division Engineer)
for G. L. Green

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, June 20, 1974

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$2,757,607.06
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (77%)*	222,313.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (77%)***	4,030.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (77%)**	1,230,677.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required	47,310.00
Systems, Science and Software (Air Quality Analysis)	All Required	29,000.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required	219,200.00
		$4,823,240.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin. ft.	20.00	3,120.00
Pile Casing on Water	356 lin. ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin. ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin. ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin. ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin. ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 1,100.00
	Subtotal	$ 466,265.00
	Engineering	46,626.00
	Subtotal	$ 512,891.00
Less State of Washington Share (22%)		(112,836.00)
	Total	$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract

Preparation of Test Sites	All Required	$ 5,500.00

Furnish Pile Driving Equipment	All Required		28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin. ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin. ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,000.00
Additional Test Pile at new Location (EW)	All Required		5,000.00
Temporary Erosion Control	All Required		100.00
			$ 11,100.00
	Subtotal		$ 94,000.00
	Engineering		9,400.00
	Total		$ 103,400.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$4,823,240.00	$4,447,991.00	$375,249.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8001	103,400.00	95,355.00	8,045.00
Total	$5,326,695.00	$4,912,276.00	$414,419.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8001)

*Total cost of preliminary work is $288,718 of which 23% is the State of Washington share.

**Total cost of final design is $1,598,282 of which 23% is the State of Washington share.

***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 23% is the State of Washington share.

8001 STATE COPY

MONTHLY TRANSACTION NUMBER: 4-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: OREGON
PROJECT REPORT NUMBER: 36	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY: Clackamas & Multnomah
MODIFICATION NUMBER: 11	4-16-74	PROJECT NUMBER: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,723,295	$ 4,826,695
Federal Funds	$ 4,355,821	$ 4,451,176
Other revisions		

This modification is made for the following reasons: to include test pile driving contract.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of April, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By R. S. Smith for G. L. Green
(Division Engineer)

By _____

_____
(Title)

By _____

_____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, April 10, 1974

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$2,484,675.06
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (65%)*	187,667.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (65%)***	3,402.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (65%)**	1,038,883.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr.Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required	47,310.00
Systems, Science and Software (Air Quality Analysis)	All Required	29,000.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required	219,200.00
		$4,323,240.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin.ft.	20.00	3,120.00
Pile Casing on Water	356 lin.ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin.ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin.ft.	42.00	12,810.00
Furnish and Drive HP 14x89 Steel Piles	407 lin.ft.	31.00	12,617.00
Furnish and Drive W 14x150 Steel Piles	365 lin.ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 1,100.00
	Subtotal	$ 466,265.00
	Engineering	46,626.00
	Subtotal	$ 512,891.00
Less State of Washington Share (22%)		(112,836.00)
	Total	$ 400,055.00

Type Code P.E.
Preliminary Engineering
Banfield Intchge.-SE Foster Road Section Test Piling Contract

Preparation of Test Sites	All Required	$ 5,500.00

Furnish Pile Driving Equipment	All Required		$ 28,000.00
Furnish and Drive HP 10x42 Steel Piling	300 lin.ft.	12.00	3,600.00
Furnish and Drive 14" Prestressed Concrete Piling	100 lin.ft.	20.00	2,000.00
Pile Load Tests	6 only	4,800.00	28,800.00
Plate Load Tests	6 only	2,500.00	15,000.00
			$ 82,900.00

Additional Items

Redrive and Retest Piling Loc. B (EW)	All Required		$ 6,000.00
Additional Test Pile at new Location (EW)	All Required		5,000.00
Temporary Erosion Control	All Required		100.00
			$ 11,100.00
	Subtotal		$ 94,000.00
	Engineering		9,400.00
	Total		$ 103,400.00

Length of Project - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$4,323,240.00	$3,986,891.00	$336,349.00
Test Pile Driving Contract 7962	400,055.00	368,930.00	31,125.00
Test Pile Driving Contract 8002	103,400.00	95,355.00	8,045.00
Total	$4,826,695.00	$4,451,176.00	$375,519.00

Prefixes: 626-1909
626-1968
626-1007 (Contract 7962)
626-1014 (Contract 8002)

*Total cost of preliminary work is $288,718 of which 35% is the State of Washington share.
**Total cost of final design is $1,598,282 of which 35% is the State of Washington share.
***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 35% is the State of Washington share.

STATE COPY

MONTHLY TRANSACTION NUMBER 11-49	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NUMBER 31	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clackamas and Multnomah
MODIFICATION NUMBER 10		PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,000,000	$ 4,723,295
Federal Funds	$ 3,688,800	$ 4,355,821
Other revisions		

This modification is made for the following reasons:

To include approved supplemental agreements with Consultant's and contract for test piling.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of November, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Tuntly
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

By L.D. Smith
for G. L. Green (Division Engineer)

Oregon State Highway Division

Federal-aid Project
No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, November 14, 1973

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$2,484,675.06
Consultant Engineering		
Wilbur Smith & Associates (Socioeconomic Study)	All Required	$ 12,000.00
Howard, Needles, Tammen & Bergendoff (Engrg. Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Prelim. Design Col. R. Br.)	All Required (65%)*	187,667.00
Sverdrup and Parcel & Associates, Inc. (Pedestrian-Bikeway Feasibility Study #1)	All Required (65%)***	3,402.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (65%)**	1,038,883.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #1	All Required	27,730.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study) Supplement #2	All Required	47,310.00
Systems, Science and Software (Air Quality Analysis)	All Required	29,000.00
Sverdrup and Parcel & Associates, Inc. (South Br. Extension Feasibility Study)	All Required	219,200.00
	Total	$4,323,240.00

Type Code P.E.
Preliminary Engineering
Columbia River Bridge Test Piling Contract

Mobilization	All Required		$ 197,542.00
Pile Casing on Land	156 lin.ft.	20.00	3,120.00
Pile Casing on Water	356 lin.ft.	41.00	14,596.00
Furnish and Drive 14" Prestressed Concrete Piles	35 lin.ft.	42.00	1,470.00
Furnish and Drive 16" Prestressed Concrete Piles	305 lin.ft.	42.00	12,810.00
Furnish and Drive HP 14 x 89 Steel Piles	407 lin.ft.	31.00	12,617.00
Furnish and Drive W 14 x 150 Steel Piles	365 lin.ft.	54.00	19,710.00
Pile Load Test on Land	7 only	12,000.00	84,000.00
Pile Load Test on Water	4 only	16,000.00	64,000.00
Pile Load Retest on Land	4 only	2,000.00	8,000.00
Pile Load Retest on Water	2 only	2,000.00	4,000.00
Standby Time	11 hours	300.00	3,300.00
Pile Pull-out Tests, 1-4 Cycles	3 only	4,000.00	12,000.00
Pile Pull-out Tests, over 4 Cycles	2 only	2,000.00	4,000.00
Plate Load Tests	6 only	4,000.00	24,000.00
			$ 465,165.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainees (1 @ $800.00)	All Required	800.00
		$ 1,100.00
	Subtotal	$ 466,265.00
	Engineering	46,626.00
	Subtotal	$ 512,891.00
Less State of Washington Share (22%)		(112,836.00)
	Total	$ 400,055.00

Length of Project - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$4,323,240.00	$3,986,891.00	$ 336,349.00
~~PS&E~~ Test Pile Driving Contract	400,055.00	368,930.00	31,125.00
Totals	$4,723,295.00	$4,355,821.00	$ 367,474.00

Prefixes: 626-1909
626-1968
626-1007

*Total cost of preliminary work is $288,718 of which 35% is the State of Washington share.

**Total cost of final design is $1,598,282 of which 35% is the State of Washington share.

***Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 35% is the State of Washington share.

STATE COPY

5

MONTHLY TRANSACTION NUMBER 1-44	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 21	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 9		PROJECT NUMBER I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,691,550	$ 4,000,000
Federal Funds	$ 2,482,000	$ 3,688,800
Other revisions		

This modification is made for the following reasons:

Increase in cost of preliminary engineering and to include approved consultant work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of January, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By L. H. Young for E. A. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, January 15, 1973

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering (Washington St. Line-Lake Road)		
Preliminary Engineering (State Forces)	All Required	$2,484,675.06
Consultant Engineering		
Wilbur Smith & Associates (Socio-Economic Study)	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff (Engineering Study)	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Preliminary Design Col. R. Br.)	All Required (65%)*	187,667.00
Sverdrup and Parcel & Associates, Inc. (Pedestrain-Bikeway Feasibility Study #1)	All Required (65%)***	3,402.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (65%)**	1,038,883.00
Bolt, Beranek and Newman, Inc. (Noise Study)	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
Grant S. Feikert (Radio Transmission Tests)	All Required	22,500.00
Howard, Needles, Tammen & Bergendoff (Environmental Impact Study)	All Required	80,000.00
	Total	$4,000,000.00
Length of Project - - - - - - - - - -	12.7 Miles	

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engr.	$4,000,000.00	$3,688,800.00	$ 311,200.00
Retain In Program			
Test Pile Driving Control	220,000.00	202,800.00	17,200.00
Total	$4,220,000.00	$3,891,600.00	$ 328,400.00

Prefixes: 626-1909 G-1 65% G-9 35%
626-1968

* Total cost of preliminary work is $288,718 of which 35% is the State of Washington share.

** Total cost of final design is $1,598,282 of which 35% is the State of Washington share.

*** Total cost of Pedestrian-Bikeway Feasibility Study No. 1 is $5,234 of which 35% is the State of Washington share.

Monthly transaction number	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State
12-52		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
28		Clackamas & Multnomah
Modification number	*(PPM 21-7)*	Project number
8		I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,652,667	$ 2,691,550
Federal funds	$ 1,524,300	$ 2,482,000
Other revisions		

This modification is made for the following reasons:

To include costs for final design of the Columbia River Bridge previously retained in program status and consultant engineering by Bolt, Beranek and Newman, Inc. and Clackamas County for Phillips Creek Drainage.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of December, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Salem, Oregon, December 23, 1971

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering (Washington St. Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$1,282,127.06
Consultant Engineering		
Wilbur Smith & Associates	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff	All Required	61,066.94
Sverdrup and Parcel & Associates, Inc. (Preliminary Design Col. R. Br.)	All Required (65%)*	187,667.00
Sverdrup and Parcel & Associates, Inc. (Final Design Col. R. Br.)	All Required (65%)**	1,038,883.00
Bolt, Beranek and Newman, Inc.	All Required	86,206.00
Clackamas County (Phillips Cr. Drainage)	All Required	23,600.00
	Total	$2,691,550.00

Length of Project - - - - - - - - - -	12.7 Miles
Federal Funds - - - - - - - - - - - -	$2,482,000.00
State Funds - - - - - - - - - - - - -	209,550.00
Total	$2,691,550.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 626-1909
626-1968 G-1 65% G-9 35%

*Total cost of preliminary work is $288,718 of which 35% is the State of Washington share.

**Total cost of final design is $1,598,282 of which 35% is the State of Washington share.

STATE COPY

Monthly transaction number: 3-10	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 26	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PFM 21-7)*	County: Clackamas & Multnomah
Modification number: 7		Project number: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,041,667	$ 1,652,667
Federal funds	$ 960,800	$ 1,524,300
Other revisions		

This modification is made for the following reasons:

Includes costs for P.S. & E. preparation previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of February, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

OregonState Highway Division

Federal-Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

SALEM, OREGON, FEBRUARY 16, 1971

Revised project agreement estimate.

Type Code P.E.
Preliminary Engineering (Washington State Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$1,391,933.06
Consultant Engineering		
Wilbur Smith & Associates	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff	All Required	61,066.94
Sverdrup & Parcel & Associates, Inc. (Preliminary Design Col. R. Br.)	All Required (65%)*	187,667.00
	Total	$1,652,667.00

Length of Project - - - - 12.7 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,652,667.00	$1,524,300.00	$128,367.00
Retained in Program Status			
Sverdrup & Parcel & Associates (Final Design Col. R. Br.)(65%)	1,038,883.00	957,700.00	81,183.00
	$2,691,550.00	$2,482,000.00	$209,550.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 626-1909

*Total cost of preliminary work is $288,718 of which 35% is the State of Washington's share.

STATE COPY

Monthly transaction number	PR-2A (Rev. 10-68)	State
10-64	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Multnomah
Modification number: 6		Project number: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 854,000	$ 1,041,667
Federal funds	$ 785,682	$ 960,800
Other revisions		

This modification is made for the following reasons:

To include preliminary design of the Columbia River Bridge by the consultant engineering firm of Sverdrup & Parcel & Associates Inc.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of October, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

SALEM, OREGON, OCTOBER 14, 1970

Revised project agreement estimate.

Type Code P.E.
Preliminary Engineering (Washington State Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$ 784,610.00
Consultant Engineering		
Wilbur Smith & Associates	All Required	12,000.00
Howard, Needles, Tammen & Bergendoff	All Required	57,390.00
Sverdrup & Parcel & Associates, Inc. (Preliminary Design Col. R. Br.)	All Required (65%)*	187,667.00
	Total	$1,041,667.00

Length of Project - - - - 12.7 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$1,041,667.00	$ 960,800.00	$ 80,867.00
Retained in Program Status			
P.S. & E. Preparation	611,000.00	563,500.00	47,500.00
Sverdrup & Parcel & Associates (Final Design Col. R. Br.)(65%)	1,038,883.00	957,700.00	81,183.00
	$2,691,550.00	$2,482,000.00	$209,550.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 626-1909

*Total cost of preliminary work is $288,718 of which 35% is the State of Washington's share.

STATE COPY

Monthly transaction number: 11-35	FO R-2A (Rev. 10-68)	te: Oregon
Project report number: 23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County: Clackamas & Multnomah
Modification number: 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Project number: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 854,000	$ 854,000
Federal funds	$ 785,682.00	$ 785,682.00
Other revisions		

This modification is made for the following reasons:

Project agreement revised to include consultant engineering work by Howard, Needles, Tammer and Bergendoff.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of November, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Floyd I. Stuart

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Division

Federal Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

Revised project agreement estimate.

Salem, Oregon, October 14, 1969

Type Code P.E.
Preliminary Engineering (Washington State Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$784,610.00
Consultant Engineering		
Wilbur Smith & Associates	All Required	12,000.00
Howard, Needles, Tammer & Bergendoff	All Required	57,390.00
	Total	$854,000.00

Length of Project ----------12.7 Miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 854,000.00	$ 785,682.00	$68,318.00
Retained in Program Status			
P.S. & E. Preparation	611,000.00	554,118.00	56,882.00
Total	$1,465,000.00	$ 1,339,800.00	$125,200.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws 1939..

Prefix 626-1909

STATE COPY

Monthly transaction number 6-145	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 21	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Clackamas and Multnomah
Modification number 4		Project number I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 655,000	$ 854,000
Federal funds	$ 602,600.00	$ 785,682.00
Other revisions		

This modification is made for the following reasons:

Revised project agreement estimate to include increase in cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of June, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Loe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(2)30

[illegible]

[illegible]

(Revised project agreement estimate to include increase in amt. of preliminary engineering.)

Salem, Oregon, June 25, 1969

True Code P.E.

Preliminary Engineering	All required	$62,000.00
Consultant Engineering		
Wilbur Smith & Associates	All required	12,000.00
		$74,000.00

Length of Project - - - - - - - - 12.7 miles

Estimate	Total cost	Federal funds	State funds
Preliminary Eng.	$62,000.00	$[illegible]	$[illegible]
Right of Way Acquisition			
U.S. & S. Preparation	831,000.00	[illegible]	[illegible]
	$[illegible]	$[illegible]	$[illegible]

State Funds Per cents: (Ch. 279, Laws 1967; Ch. [illegible] Laws 1969; Ch. 52, Laws 1969):

State Funds Distribution: (Ch. 52, Laws 1969):

Project (I-205)

Monthly transaction number: 4-76	FHWA PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clackamas & Multnomah
Modification number: 3		Project number: I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 580,000	$ 655,000
Federal funds	$ 527,800.00	$ 602,600.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost of preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of April, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION

OF I-205 IN CLACKAMAS & MULTNOMAH COUNTIES

(Revised project agreement estimate to include increase in cost of preliminary engineering.)

Salem, Oregon, March 21, 1969

Type Code P.E.		
Preliminary Engineering	All Required	$643,000.00
Consultant Engineering		
Wilbur Smith & Associates	All Required	12,000.00
		$655,000.00

Length of Project - - - - - - - - - - - - - - 12.7 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 655,000.00	$ 602,600.00	$ 52,400.00
Retained in Program Status			
R. S. & E. Preparation	810,000.00	737,200.00	72,800.00
Total	$1,465,000.00	$1,339,800.00	$125,200.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 39, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 626-1909

Monthly transaction number	FORM R-2A (REV. 1-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
2-58		
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
13		Clackamas & Multnomah
Modification number	*(PPM 21-7)*	Project number
2		I-205-7(2)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 565,000	$ 580,000
Federal funds	$ 514,000.00	$ 527,800.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include consultant engineering work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of February, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By _____
(Division Engineer)
L. R. Backlund, Admin Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION OF

INTERSTATE ROUTE I-205 IN CLACKAMAS & MULTNOMAH COUNTIES

(Revised estimate as a basis for modification of project agreement. Revised to include consultant engineering work.)

Salem, Oregon, January 25, 1968

Type Code P.E.
Preliminary Engineering (Washington State Line-Lake Road)

Preliminary Engineering (State Forces)	All Required	$568,000.00
Consultant Engineering		
Wilbur Smith & Associates	All Required	12,000.00
	Total	$580,000.00

Length of Project - - - - - - - - - - 12.7 miles

Federal Funds -	$527,800.00
State Funds -	52,200.00
	$580,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1930.

State Funds for Maint.: Chap. 529, Laws 1930.

RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
PS & E Preparation	$810,000.00	$737,200.00	$ 72,800.00

Prefix 626-1909

STATE COPY

Monthly transaction number: 3-6	FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clackamas & Multnomah
Modification number: 1		Project number: I-205-7(2)203

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 365,000.00	$ 565,000.00
Federal funds	$ 332,100.00	$ 514,000.00

Other revisions

Paragraph 5 of PR-2 does not apply to the sum or sums of Federal Funds paid for costs incurred prior to authorization to proceed with preparation of construction plans (PS&E).

This modification is made for the following reasons:

Increase in costs of preliminary engineering work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of February, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(District Engineer)

US COMM-DOT C 26504-P65

Oregon State Highway Department

Federal-Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION OF

INTERSTATE ROUTE I-205 IN CLACKAMAS AND MULTNOMAH COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work.)

Salem, Oregon, February 7, 1967

Type Code P.E.
Preliminary Engineering (Washington State Line-Lake Road)

Preliminary Engineering	All Required	$565,000.00
	Total	$565,000.00

Length of Project - - - 12.7 Miles

Federal Funds -	$514,000.00
State Funds -	51,000.00
	$565,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1930.

State Funds for Maint.: Chap. 529, Laws 1930.

Retained in Program Status

Description	Total Cost	Fed. Funds	State Funds
PS & E Preparation	$825,000.00	$751,000.00	$74,000.00

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FOR FILING

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Form Approved; Budget Bureau No. 41-R2089

ADMINISTRATIVE TRANSACTION NO.

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE: Oregon

COUNTY: Clackamas & Multnomah

PROJECT REPORT NO.: 5

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-5-65

PROJECT NO.: I-205-7(2)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River-Lake Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-27-62	12.7
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 365,000.00	$ 332,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~X~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer _____

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-205-7(2)303

COLUMBIA RIVER-LAKE ROAD SECTION OF

INTERSTATE ROUTE I-205 IN CLACKAMAS & MULTNOMAH COUNTIES

(Estimate as a basis for project agreement. Based on estimated costs of survey, design and other preliminary work.)

Salem, Oregon, October 29, 1965

Type Code P.E.
Preliminary Engineering (Washington State Line-Lake Road)

Preliminary Engineering	All Required	$365,000.00
	Total	$365,000.00

Length of Project - - - - - - - - 12.7 Miles

Federal Funds -	$332,100.00
State Funds -	32,900.00
	$365,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1930.

State Funds for Maint.: Chap. 529, Laws 1930.

CHANGES IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
PS & E Preparation	$1,025,000.00	$932,900.00	$ 92,100.00

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
"Supplemental Foundation Investigation
Piers 12 & 13" Report

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: Mr. E. S. Hunter

We have reviewed S&P - CH2M & Hill's report of January 14,1976 on the above report subject and find it acceptable.

We concur with Mr. Hart's undated letter received April 2nd that the recommendations are reasonable and agree to the release of the consultant's fee retainage for this work.

G. L. Green

cc
OSHD W. Hart

RECEIVED
HWY ENGR
APR 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE COPY

9-30-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Ref: CRMD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-30-75	C. T. Christianson, Area Engr	I-205-7(2)303

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-15-74	10-3-74	100 %	90 Cal. Dlys

APPROVED EXTENSIONS	LOCATION
None	I-205 between Banfield Interchange and Foster Road

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in substantial conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

OCT 07 1975

Washington

S BANFIELD-SE FOSTER SECTION
E PORTLAND FREEWAY
Pile & Plate Load Tests
Contract No. 8001

This contract provided for pile and plate load tests to confirm and supplement foundation data as a part of the preliminary engineering on this segment of freeway. Close monitoring and data collection was accomplished by the State engineering personnel.

Acceptance of this contract does not terminate the PE project but facilitates final processing and payment under this contract. Final design of I-205 can now proceed based on accurate foundation data.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE: Original signed by E. J. Valach E. J. Valach Dist Engineer	
TITLE: Area Engineer	DATE: 9-30-75	TITLE: District Engineer	DATE: OCT 07 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

REGION FILE COPY

STATE COPY

FORM PR-47
(REV. 6-63)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

STATE Oregon
STATE CODE ____ 1

COUNTY Multnomah ( )2

FEDERAL PROJECT NO. I-405-1(3)303
~~I-405-1(3)303~~ Contract No. 8001

PART A *(To be completed by Bureau of Public Roads or State Highway personnel - See instructions on reverse)*

ITEM		ROADWAY	BRIDGES (Over 20 ft.)	
	CONSTRUCTION TYPE CODE		P. E Test Rtng	DATE STARTED April 29, 1974
20	CONTRACT CONSTRUCTION AMOUNT	$	$ 107,630.00	DATE COMPLETED July 15, 1974
21	LENGTH OF PROJECT	MI.	3.3 MI.	TOTAL NO. BRIDGES -

PART B *(To be completed by contractor - See instructions on reverse)*

ITEM	MATERIALS AND SUPPLIES	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
1	CEMENT	BBL.		
2	AGGREGATES PURCHASED	TON 3 / CU. YD.		
3	BITUMINOUS MATERIAL	GAL.		
4	LUMBER	MFBM		
5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.		
8	STRUCTURAL STEEL	LB.		77,500
11	READY-MIXED CONCRETE	CU. YD.		11
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
15	AGGREGATES PRODUCED	TON 3 / CU. YD.		5 CY, 3/4 Agg
16	MISCELLANEOUS STEEL	LB.		628
17	FENCING	LIN. FT.		
18	GUARDRAIL	LIN. FT.		
19	BRIDGE RAIL	LIN. FT.		
9	PETROLEUM PRODUCTS	GAL.		1,968
10	EXPLOSIVES	LB.		
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		
23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

ITEM	SIZE (Inches)	LENGTH (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
13	CONCRETE PIPE	
14	CLAY PIPE AND DRAIN TILE	
25	CORR. ALUMINUM CULVERT	
26	CAST IRON PIPE	

30	LABOR	TOTAL MAN HOURS	TOTAL WAGES PAID (Without deductions)
		2,861	$33,364.43

REMARKS: *(Use additional sheet if more space is required.)*

1 By BPR. 2 Insert "M" or "R" for Municipal or Rural. 3 Strike out unit not applicable.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

USCOMM-DC 21812-P63

#D001

Bridge 9555

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 6, 1975

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, OR 97301

RECEIVED
JAN 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Green:

Dynamic Measurements for Pile Bearing Capacity
Demonstration Project No. 27
Oregon Project I-205-7(2)303
Columbia River Bridge
Reference 1041BR

Data forwarded with your letter of October 18, 1974 concerning predicted pile bearing capacity from Dynamic Measurements, has been reviewed by Highway Division personnel and by CH_2M/Hill. Comments from persons making this review appear to be similar in conclusions.

The Case Western Reserve method of determining static pile bearing capacities appears to be reasonably sound in theory although it now leaves many questions unanswered. It is assumed that over a period of time and through continued experimentation, many of these questions will be answered.

At the present time, results of this method of prediction must be verified by pile load tests at the site in order to correlate recording instruments with actual physical conditions of the pile-soil-hammer relationship. This, in effect, is similar to our present method of estimating pile bearing values using the ENR formula, except that hammer energies are estimated rather than measured and pile accelleration is measured as penetration per blow rather than true accelleration. By past experience, correlation of the results of piles driven by the ENR formula with corresponding static load tests of the piles has produced satisfactory predicted load capabilities for similar piles driven under similar conditions. Therefore, use of the Dynamic Measurement method at this time would have no real advantage now since the results must also be verified by load tests.

When and if the Case Western Reserve method is fully developed, pile bearing capabilities may be determined without static load testing of the piles. This, of course, would be greatly advantageous, both from the standpoint of time and money saved. However, until instrumentation, methods, and the great number of variable factors related to the dynamic methods are more fully developed, we must continue to rely on our present methods.

At the present time we do not have sufficient personnel, equipment, or financial resources to help in the development of the dynamic method of determining pile bearing capacities, but we will follow its development through other organizations with continued interest.

Very truly yours,

Walter J. Hart

Walter J. Hart
Bridge Engineer

JD:dh

cc E. S. Hunter /w/ encl.
L. W. Rulien /w/ encl.
J. L. Davis /w/ encl.

CORNELL, HOWLAND, HAYES & MERRYFIELD
200 S.W. Market, 12th Floor, Portland, Oregon 97201
Telephone: (503) 224-9190, TWX: 910-464-4720, Cable: CH2MHILL

Portland Regional Office

16 December 1974

P6163.5

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart, Bridge Engineer

Gentlemen:

Subject: I-205 Bridge Load Test Contract,
FHWA Dynamic Measurement Program

This letter summarizes our review and comments on the FHWA test program for dynamic prediction of pile capacity. The program was undertaken by an FHWA demonstration team working with Professor George Goble of Case Western Reserve University.

Dynamic measurements were made on the following test piles:

- Location A - 14-inch octagonal concrete pile
  HP14x89 steel pile
- Location B - HP14x89 steel pile
- Location Dx - W14x150 steel pile
- Location E - W14x150 steel pile
- Location H - HP14x89 steel pile

Data was not collected on the test piles at Location A and Location B. This was caused by malfunctions in the electric generating equipment. Data was collected on the W14x150 driven at Location Dx. However, this pile was not load tested.

RECEIVED
DEC 18 1974
BRIDGE DIVISION

Location E

The W14x150 steel test pile, at Location E, was driven to end-bearing on the Troutdale formation. The predictive and load test values are as follows:

- FHWA field prediction: 1,118 kips ultimate
- Case office prediction: High 900 to Low 1,000 kips ultimate
- CH2M HILL static load test: Pile was loaded to 1,150 kips without failure

By extrapolating load test data, it appears that failure would have been between 1,200 and 1,250 kips.

Location H

The HP14x89 steel pile at Location H was a friction pile driven into Columbia River sand. The predictive and load test values are as follows:

- FHWA field prediction: 600 kips ultimate
- Case office prediction: 240 kips ultimate
- CH2M HILL static load test: 290 kips ultimate

Total length of this test pile was 101 feet. FHWA instrumentation was removed after the pile was driven to 99 feet at a driving resistance of 38 blows per foot. The pile was driven an additional 2 feet, at a driving resistance of 45 blows per foot before the load test was undertaken. Driving occurred on 26 March 1974. The load test began on 21 April 1974. The pile tip was in Columbia River sand with an "N" value of 40 blows per foot.

We suspect the difference between the Case office prediction value of 240 kips and the CH2M HILL load test value of 290 kips was due primarily to the increase in resistance over the last 2 feet of driving, and not to "set up" of sand in which the friction pile was embedded.

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BRIDGE DIVISION

General

It appears from our cursory examination of the FHWA memos and reports that the Case method of dynamic prediction of ultimate pile capacity is sensitive to input parameters and instrument setting of field equipment. With good load test data, these input parameters can be adjusted, along with the method of analysis, so that the ultimate dynamic prediction is very close to field results. Once the analysis model has been established, the field computer could then be used to evaluate capacities of production piles driven into materials similar to those for the load test conditions.

At the current state of the art, the dynamic method, in our opinion, does not reduce the amount of subsurface investigation, or number of field load tests required for a particular project. If this method is used during the testing phase and can be correlated to the load test data, then it can be used to evaluate production driving.

FHWA attempted measurements on several other test piles, but were not successful for what appeared to be equipment malfunctions. Some modifications to make the field equipment sturdier will probably be required in order to provide optimum use during production driving.

We have enjoyed the opportunity to work with FHWA and Professor Goble on this most interesting and important project. If there are any questions, or if we can be of further service, please let us know.

Very truly yours,

John Ramage
Project Manager

sk

RECEIVED
DEC 18 1974
BRIDGE DIVISION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

December 11, 1974

FILE:

FROM: MARION A. CRAFT
Metro Construction Engineer

TO: WALTER J. HART
Bridge Engineer

SUBJECT: DYNAMIC MEASUREMENTS FOR PILE BEARING CAPACITY
Demonstration Project No. 27

These comments are not intended to be a report to the FHWA on this project, but are merely my thoughts and observations on the CWR method of predicting pile capacity, and its application to us as demonstrated by the tests on the Columbia River Project.

I've been following this Case Western Reserve method of predicting pile capacities, with considerable interest, for the last two or three years, and certainly agree with the concept that a quick, reliable method of conducting pile load tests would be very beneficial.

Essentially, the CWR method consists of measuring the force and the acceleration at the top of the pile with strain gauges and an accelerometer and feeding the results into a small field computer. The predicted static bearing capacity is then determined and displayed almost instantaneously. This bearing, or static soil resistance is determined by considering the dynamic equilibrium of the pile and the hammer within a selected time interval after the pile is struck.

The theory and mathematical analysis behind this method is sound and correct, and would give 100% accurate results if the variables in the pile-soil-hammer system were known and properly evaluated. Since there are an infinite number of variables in considering the intersection of various types of soil versus different types of piles, the problem had to be simplified, so the CWR method of considering soil type is based on plasticity. Clay soils are assumed to have a plasticity indix (PI) of 10 or greater, granular soils assumed to have a PI of 5 or less. The small field computer is designed and programmed for either soils with a PI of 10 or more, or for soils with a PI of 5 or less and for soils with a PI between 5 and 10, the bearing capacity is determined by a linear interpolation.

Case Western Reserve University is in the process of collecting data from all parts of the country, using different types of piling in as many types of soil as possible.

The dynamic tests on the piling on the I-205 Columbia River Test Pile Project are part of this effort, and as part of their standard procedure, are correlated with the well-known and accepted standard pile load tests.

NOTED
W. J. HART

RECEIVED
DEC 13 1974
BRIDGE DIVISION

This data will serve to expand and broaden the experience of the researchers for the CWR project and should prove valuable to them, since they lacked data on "H" piles driven to high bearing and on concrete piles.

My personal opinion is that this method of testing has a good sound theory and background, there are very capable people doing the research and there is a definite need for just this kind of test; however, I don't believe this test is ready to be accepted as a substitute for the normal pile load tests yet. Possibly with a few of the "bugs" worked out of the equipment, it could be used on large jobs in conjunction with regular load tests, to be used on a larger number of quick load tests, much the same way as the dynamic pile formulas are used in many states.

In summary, although I can't see any immediate need for us to use this device, it certainly shows promise and we should keep an open mind on the subject and make use of it when and if the appropriate situation arises.

pq

RECEIVED
DEC 13 1974
BRIDGE DIVISION

- 8001

December 11, 1974

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $2,760 will be made payable to Willamette-Western Corporation, Trust Account No. 408-005, P. O. Box 4500-11, Portland, Oregon 97208 on Contract No. 8001 for work on the S. Banfield Interchange-S.E. Foster Road Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $96,077.12 including the post-final payment. Of the total $13,685.12 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97023

Willamette-Western Corporation
Trust Account No. 408-005
P. O. Box 4500-11
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

#8091

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 26, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Foundation Load Test Report

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Sverdrup & Parcel and Associates and CH_2M Hill foundation report dated July 1974. The report is acceptable. Additional comments will be forthcoming when we receive your comments on the report and recommendations for all pier fundations.

for G. L. Green

RECEIVED
NOV 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DATE OF ENG
NOV 27 '74
REFER TO
FOR
Inf | aves | R/D | D/R | Sign | Ret

NOTED
E. S. HUNTER
12-2-74

Form FHWA 121 (Rev. 5-73) #2601

UNITED STATES GOVERNMENT

Memorandum

OCT 21 '74
REFER TO
FOR

Only

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 18, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
Columbia River Bridge
Dynamic Measurements for Pile Bearing Capacity
Demonstration Project No. 27

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. Walt Hart, Bridge Engineer

Listed below are three reports on the pile bearing capacity using dynamic measurements under Demonstration Project No. 27. Two of these reports concern the Columbia River Bridge data taken by our people. The reports are:

1. Predicting Pile Bearing Capacity from Dynamic Measurements Demonstration Project No. 27
2. Processed Results on Two Piles Tested Dynamically by FHWA, dated March 1974
3. Processed Results on Four Piles Tested Dynamically by FHWA, dated August 1974

Also attached is the September 11, 1974 memorandum on the result of the Columbia River testing by the Case Western Reserve Dynamic Method in February and March of this year. It appears that this method has application in some circumstances and can be used effectively to predict ultimate pile capacities and energy delivered by the hammer to the pile top. While the data acquired on the Columbia River project is somewhat misleading in one instance at Site H, the recorded information at Site E agrees relatively well with the actual static capacity of the piling. It appears that knowledge of the instruments and field experience could go a long way in effectively using this method for predicting pile capacities. This information is sent for your review and the review of CH_2M who are consultants on the foundation study of this structure.

We in FHWA would again like to thank you for participating in this demonstration project. We feel that the State of Oregon's contribution will help clarify questions on this important addition to pile bearings. Please return your reports when you are finished with your review.

for G. L. Green

Attachments

8001

October 16, 1974

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Attention: H. C. Washburn
Vice President & Division Manager
Foundations Division

Gentlemen:

Reference is made to your recent letter concerning our October 11, 1974, letter to Safeco Insurance Company advising them of the final payment and total contract amount of State Highway Division Contract No. 8001.

If you have any claims or disagree with the amount paid, it is suggested that you contact Mr. John Howard, Resident Engineer. Mr. Howard's address is 1919 N.W. Thurman in Portland, phone 229-5996.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

bcc C. T. Keasey - w/copy of Willamette-Western letter
John Bond "
John Howard "
Ed Hardt "

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

October 14, 1974

Department of Transportation
Highway Building
Salem, Oregon 97310

Attention: Mr. C.W. Head
Commission Services

RE: Contract No. 8001
S. Banfield Interchange - S.E. Foster Road

Gentlemen:

A copy of your letter, dated October 11, 1974, and written to Safeco Insurance Co., 1500 S.W. 1st Ave., Portland, Oregon 97201 received this date by this office.

We do not agree with your stated total contract amount of $93,317.12. In fact our records indicate that this total amount is approximately $10,000.00 shy of the amount earned. We will review and recap our records and at that time we will call for a meeting to settle the total amount earned on this project. Until such time as we agree to a final amount due the Department of Transportation are obligated to maintain this contract as an open contract and any release so signed by others than Mr. Harvey C. Washburn for Willamette-Western Corporation will be null and void.

We will be in contact with your office in the near future to arrive at the final settlement and amount of earnings due us.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

H. C. Washburn
Vice President & Division Manager
Foundations Division

HCW:kdl

cc: Safeco Insurance - Portland
W-W Trust Account
Safeco Insurance - Seattle

RECEIVED
C. W. HEAD

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN PACIFIC DREDGING CORP.
WESTERN PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Septic Tanks

8001

October 11, 1974

Safeco Insurance Co.
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

Contract No. 8001 awarded to Willamette-Western Corporation for work on the S. Banfield Interchange-S.E. Foster Road Section of the East Portland Freeway in Multnomah County was completed on July 15, 1974, and accepted by the Administrator and State Highway Engineer on October 3, 1974.

Final payment in the amount of $4,119.60 will be released to the contractor, Willamette-Western Corporation, Trust Account No. 408-005, P. O. Box 4500-11, Portland, OR 97208, after October 16. The total contract amount is $93,317.12 including $10,925.12 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97023

Willamette-Western Corporation
Trust Account No. 408-005
P. O. Box 4500-11
Portland, Oregon 97208

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8001

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

August 8, 1974

JOB DESCRIPTION: Furnish & Drive Test Piles
Perform Tests

Oregon Transportation Commission
Department of Transportation
Highway Building
Salem, Oregon

CONTRACT NO: 8001

WILLAMETTE-WESTERN REFERENCE: No. 8713

Gentlemen:

Arrangements have been made with Safeco Credit to advance money to Willamette-Western Corporation on the captioned project.

It is, therefore, our desire that all monies now due, or hereafter becoming due, on the captioned project, be deposited in a Trust Account located at U. S. National Bank of Oregon. We hereby direct that all further contract payments be made payable to and mailed to the following:

Willamette-Western Corporation
Trust Account No. 408-005
Post Office Box 4500-11
Portland, Oregon 97208

This request is irrevocable and may be changed or revoked only with the consent of Safeco Credit, Seattle, Washington.

We are enclosing herewith an extra copy of this letter with the request that you acknowledge thereon that all further proceeds on the above project will be sent as herein directed. Then return the signed copy of this letter to Willamette-Western Corporation.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

J. R. McGuinn
Vice President-Finance

We agree that all further payments will be sent to U. S. National Bank according to your instructions above.

OWNER
BY R J Stacek
ITS Contg. Systems Officer
DATE 8/14/74

NOTED ON [illegible]
8/14/74

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN PACIFIC DREDGING CORP
WESTERN PACIFIC PILEDRIVING CO

8001

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(2)303

FROM for Vince Gallagher
C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

NOTED
A. E. JOHNSON

Contract 8001, Work Completed July 15, 1974

Project S. Banfield Intchge-S.E. Foster Rd.

Highway East Portland

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 15, 1974

Original Signed By
VERNON V. CUSACK
Engineering Coordinator

NOTED
H.S. COULTER

G. L. Green
Division Engineer

VG:dc

cc: F. B. Klaboe
C. T. Keasey

8-22-74
by Gallagher

RECEIVED
AUG 22 1974
Office of
Assistant State Highway Engineer

ENGR
22 '74
TO

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8001

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: S. Banfield Interchange-S.E. Foster	SECTION: S. Banfield Interchange-S.E. Foster Road	WEEK ENDING: 7/20/74
CONTRACTOR: Willamette-Western Corp.	HIGHWAY: East Portland Freeway	SECTION PREFIX: 626-1014
DATE OF CONTRACT: 4/17/74	KIND OF WORK: Pile Load Test	COUNTY: Multnomah
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	CONTRACT NUMBER: 8001	FEDERAL AID PROJECT NUMBER: I-205-7(2)303
PROJECT AUTHORIZATION: $ 107,630.00	DATE WORK STARTED: 4/29/74	ESTIMATED COMPLETION DATE: 7/15/74
EXCLUSIVE OF ENGINEERING: $ 98,230.00	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,230.00	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 90
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	SPECIFIED COMPLETION DATE: 7/15/74	PERCENT OF TIME ELAPSED: 100.00
	ENGINEERING AUTHORIZATION: $ 9,400.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
	ENGINEERING COST TO DATE: $ 8,779.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
	PERCENT OF AUTHORIZATION 93.4%	DATE PROJECT WAS COMPLETED: July 15, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	XXXXX	99						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 14	No Activity
MONDAY 15	Site D: Backfilling test pit. Misc. cleanup on other parts of project. Second Notification has been submitted.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

CONCLUDING WEEKLY REPORT

SIGNED John D. Howard LOCATION Portland

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

Form 81-734-1105

STATE COPY

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8001

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section S. Banfield - S.E. Foster Rd. Date June 7, 1974

Highway East Portland Freeway F.A.P. No. I-205-7(2)303

County Multnomah Prefix 626-1004 Account No. 210 290-01

Description of Work To Be Done: State will supply 35.0 ft. of HP 10x42 steel pile. Contractor will pick piling up at State Maintance yard on 82nd Ave. and Harmony Rd.

APPROVED EFFECTIVE DATE 5-21-74
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Engineering Coordinator
DATE JUL 12 1974
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Site "D" Sta."L" 457+00

Estimate of Quantities and Costs: 35' of HP 10x42 at $3.50/ft. = $122.50

METROPOLITAN ENGINEER
JUN 17 1974
[illegible]

Explanation: Contractor drove contract pile to required tip elevation but it was anticipated that the pile would fail due to the extreamly low bearing value. Therefore; 35.0 ft. of pile was spliced to contract pile and redriven.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 107,630.00
Present estimate of project cost, including $ 122.50 for work under this order	$ 102,522.50
Expected ~~XXXXXXX~~ under-run (amount)	$ 5,107.50
Expected ~~XXXXXXX~~ under-run (per cent)	4.75

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

O.K.

SP*70802-734

8001

5

April 5, 1974

Willamette-Western Corporation
Foot of N. Portsmouth Ave.
Portland, OR 97023

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the S. Banfield Interchange-S.E. Foster Rd. Section of the East Portland Freeway in Multnomah County in the amount of $82,900 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

That condition was fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8001.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 17, 1974.

Very truly yours,

C. W. Read
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
Ed Hardt
John Howard
Wm. Geibel (SAIF)

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 28, 1974

FILE:

FROM: Marion A. Craft
Foundation Engineer

TO: Memo to the File

SUBJECT:
S. Banfield Intch.-S.E. Foster Rd. Sec.
Pile and Plate Load Tests

The low bid for this project, from Willamette-Western Corp., was 12 1/2% over the Engineer's estimate—$82,100 compared to $73,000.

Item by item, the low bid is as follows:

	Item	Engr. Est.	Low Bid
1.	Preparation of test site	5,000	5,500
2.	Furnish pile driving equipment	5,000	28,000
3.	Furnish and drive HP10x42 steel piling. 300 lin.ft.	$20/ft.=$6,000	$12/ft.=$3,600
4.	Furnish and drive 14" prestressed concrete piling - 100 lin.ft.	$30/ft.=$3,000	$20/ft.= $2,000
5.	Pile Load Test - 6 only	4500 = 27,000	4800 = 28,000
6.	Plate Load Tests - 6 only	4500 = 27,000	2500 = 15,000
	Total	$ 73,000	$ 82,100

The big discrepancy is in Item 2 where the bid amount was $28,000 compared to the estimate of $5,000. While some of the monies in Items 3, 4 and 6 have probably been transferred or placed in Item 2, thus making it in effect a "mobilization" item; upon examining our estimate of Furnishing Pile Driving Equipment, we failed to properly take into account the costs involved in breaking down and moving the equipment from one site to the other after the equipment is initially set up on the job. This could easily amount to a minimum of $5,000.

The Engineer's estimate, increased by this $5,000, would be $78,000 or about 5.4% under the low bid.

For this reason I would recommend awarding the bid to the low bidder.

MAC:dh

cc C. E. Layton (Const.)

8001

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-05-7(2)303

STATE PROJECT NO.
BANFIELD INTERCHANGE–
S.E. FOSTER ROAD

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-252

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MARCH 1, 1974	MARCH 1, 1974	INTERSTATE ROUTE 205 / EAST PORTLAND FREEWAY #64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)
  - REDRIVE & RETEST PILING LOCATION B (EW) $6,000.00
  - ADDITIONAL TEST PILE AT NEW LOCATION (EW) $5,000.00
  - TEMPORARY EROSION CONTROL $1,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

3-21-74
original & title sheet
to L. W. Rulien

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENG
MAR 21 '74
REFER TO
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-18-74		DIVISION ENGINEER

FORM FR-1240 (Rev. 6-72) — SUPPLY STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

8002 Whiskey Creek (Perry Johnson) 1974
Bridge Sec. of FAS 457
(Grading, surfacing & structure)

CUA 4743 - 6/26/73

8 of 2

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-24-75

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-488(3)	Wallowa	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of embankment in place, grid-rolled aggregate subbase, aggregate surfacing and Bridge No. 16107 over Whiskey Creek. The bridge 28 feet long with a roadway width of 32 feet is on the Whiskey Creek (Perry Johnson) Bridge Section of FAS 487 approximately 3.7 miles N.E. of the city of Wallowa.

COPY SENT

1975

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ontario Asphalt Paving Co.	$ 53,086.50

Washington

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* G. Reasey

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
DEC 1 1975

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 24' feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
2010	0.170	24	X080	0.008

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. W. Pillsbury	11-14-74

12. IN COMPANY WITH

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		16. SIGNATURE Original signed by E. J. Valach E. J. Valach Dist. Engineer	
14. TITLE Area Engineer	15. DATE 11-24-75	17. TITLE District Engineer	18. DATE NOV 1975

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

May 7, 1975

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8002, Work Completed December 12, 1974

Project Whiskey Creek (Perry Johnson) Bridge

Highway FAS 487 County Wallowa

Type of Work Grading, Surfacing & Structure

Contractor Ontario Asphalt Paving Company

Recommended Acceptance Date May 7, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED

STATE HIGHWAY ENGINEER

DATE: 5-9-75

8002

R

May 12, 1975

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mark S. Richardson
Account Analyst
Surety Department

Gentlemen:

Contract No. 8002 awarded to Ontario Asphalt Paving Company for work on Whisky Creek (Perry Johnson) Bridge on FAS 487 in Wallowa County was completed on December 12, 1974, and accepted by the Administrator and State Highway Engineer on May 7, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 17, 1975.

You have been previously notified of claims filed against the contract, which have been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8002

April 2, 1975

Wayne S. Wolfe
Route 1
Wallowa, OR 97885

Dear Mr. Wolfe:

Thank you for your letter of March 24 advising us that you have received payment in full for the material and equipment rental on the Whisky Creek (Perry Johnson) Bridge Section in Wallowa County.

Our records indicate that this is in reference to your claim against the Ontario Asphalt Paving Co. Contract No. 8002, and your claim was in the amount of $340.

This information is being noted in our records and we are advising the surety and the prime contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

cc The Travelers Insurance Companies
1200 Sixth Avenue
Attention: Mark S. Richardson
Account Analyst
Surety Department
Seattle, WA 98101

Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

Halloway, Ore.
March 24, 1975.

Mr. C. R. Head
Commission Services

Subject: Whiskey Creek

Sir;

I am advising your office that I received payment in full for D6 Cat rental with dozer $15.00/hr. $90.00;
2132.4 cu. yds. fill material @ 10¢ per yd. 213.24
$303.24

Sincerely,

Roger S. Wolfe
Route I
Halloway, Oreg. 97885

RECEIVED
MAR 27 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

#2002

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 24, 1975

Mr. Perry N. Johnston
Whiskey Creek Road
Wallowa, OR 97885

Dear Mr. Johnston:

Your letter concerning the lack of suitable toilet facilities during the construction of the Perry Johnston Bridge on Whiskey Creek by Ontario Asphalt Paving Company has been received by this office.

It is very unfortunate that these conditions existed, and steps are being taken to ensure that it doesn't happen again. During the next two months we are holding training sessions with all of our resident engineers to make them aware of the provisions of the Occupational Safety and Health Act, recently enacted. This act requires that proper toilet facilities be provided on construction sites, such as this bridge.

We trust that our resident engineers and project inspectors will be more aware of sanitary conditions and insure that the contractors properly meet these requirements. Proper sanitary facilities are important not only for people living near construction projects, but also for the workmen.

Thank you for bringing this condition to our attention.

Very truly yours,

C. T. Keasey
Construction Engineer

By ORIGINAL SIGNED BY JOHN T. SCOFIELD

John T. Scofield
Construction Office Engineer

JTS:mk

cc: H. S. Coulter
Ray Stose
W. E. Schwartz
Joe Schlieski

RECEIVED
MAR 2 - 1975

Form E-123

Claim #4919

RECEIVED
MAR 21 8 39 AM '75
CLAY MYERS
SECRETARY OF STATE

FILED
DEPARTMENT OF TRANSPORTATION
MAR 21 1975
CLAY MYERS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 20, 1975

Mr. Wayne E. Wolfe
Route 1
Mallowa, Oregon 97885

Dear Mr. Wolfe:

This is in reply to your letter of March 14 advising us that Ontario Asphalt Paving Co. owes you $340 for material and equipment rental.

You state this is in connection with the Ontario Asphalt Paving Co., Contract No. 8002, for work on the Whisky Creek (Perry Johnson) Bridge of FAS 437 in Wallowa County.

The Travelers Indemnity Company furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

We are forwarding your claim letter to the Secretary of State for filing and we will also notify the surety for the principal contractor.

Please advise this office when your claim has been paid.

JS - 3/28

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
MAR 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Ontario Asphalt Paving Co.
The Travelers Indemnity Co.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of the letter.

Wallowa, Oregon
March 14, 1975

Department of Transportation
State Highway Engr.
Salem, Oregon 97310

RECEIVED
MAR 17 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Sir:

I am writing this letter stating that the Ontario Contracting Co. owes me $340.00 for material I supplied and used on the Ontario No. Central Connection with the Ontario No. 5002, Dinky Creek (Hurricane Creek) Section of FAS 481 in Wallowa County. The Ontario Contracting Company has not paid me for this material.

7500 lbs rock @ $1.00 per ton $75.00
6 hrs D6 Cat with Power-Pak @ $44.00 per hr $264.00

Yours truly,
Wayne S. Wolfe
R. I
Wallowa Ore 97885

Wayne S. Wolfe
Route I
Wallowa, Oregon
97885

8002

March 3, 1975

Mr. Wayne Wolfe
Rt. I
Wallowa, OR 97885

Dear Mr. Wolfe:

We are returning your claim against Ontario Asphalt Paving Company which you submitted on excerpts from Oregon Revised Statutes.

There are several items missing which are necessary before we can file the claim with the Secretary of State's office. I would suggest you submit to us your claim in letter form stating that the Ontario Asphalt Paving Company owes you for material and equipment rental in the amount of $340 in connection with their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge Section of FAS 487 in Wallowa County. You should also mention that the Travelers Indemnity Company is the surety on this contract.

When you have returned your claim letter to this office, we will file it with the Secretary of State and notify the surety and principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH: fkn
Att.

8002

Wyatt Co. Hwy
Johnson Br.
FAS 487

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD
ROBERT W. STRAUB
Governor
CLAY MYERS
Secretary of State
JAMES A. REDDEN
State Treasurer
WILLIAM S. COX
Director

February 25, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Permit No.	1293
Expiration date	4-23-75
Please return by	3-8-75
Fee	$50

Dear Mr. Trout:

The 1973 Legislature revised the removal/fill permit fee structure. Your renewal fee is shown above. If you wish to renew the above-numbered permit, please complete and return the enclosed application together with maps which include the following information:

1. The project site with sufficient accuracy to permit easy location by an agency representative.
2. A project plan and cross section showing the following:
   a. The location of the project relative to the water body.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water Line, or, in estuaries, the Mean Low Tide Line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available (note datum used).

A sample map is enclosed for your information.

If you wish to cancel this permit, please initial here DLP and return this letter. You may apply to do the work at a later time, but please allow us 45 days to process a new application.

Please call us if you have any questions.

Sincerely,

DIVISION OF STATE LANDS
William S. Cox, Director

Jan Haley

(Mrs.) Jan Haley
Waterway Permit Supervisor

Enclosure

Vorstenq
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 26 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8002

Keasey ___ Paving ___ ___
Bond ___ RECEIVED ___ Glenn ___
Jackmond ___ MAR 7 1975 ___ Berg ___
Harwood ___ 3-7-75
Johnson ___ CONSTRUCTION ___ REFER TO
Walker ___ SECTION ___

DEPARTMENT OF TRANSPORTATION

BY ASST. STATE HWY. ENGR.

Reply Direct

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • • 97310

February 25, 1975

Mr. Perry M. Johnston
Whiskey Creek Road
Wallowa, Oregon 97885

NOTED
H. S. COULTER

Dear Mr. Johnston:

Thank you for your recent letter informing us that you have received $145.92 from Ontario Asphalt Paving Co. Our records indicate that this is in reference to your claim which was filed with the Secretary of State on State Highway Contract No. 8002, Whisky Creek (Perry Johnson) Bridge Section, in Wallowa County. This information will be noted in our records and we will advise the surety and principal contractor of the receipt of your letter.

We will also note in our records that you received $10 for Perry M. Johnston and that you are delivering this money to Perry, Jr.

The matter concerning the toilet facilities on this project is being referred to Mr. Scott Coulter, Assistant Highway Engineer.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
FEB 26 1975

CWH:js

cc The Travelers Indemnity Company
Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

bc Scott Coulter

Whiskey Creek Road
Wallowa, Oregon 97885
February 12, 1975

Mr. C. W. Head,
Commission Services,
Oregon State Dept. of Transportation,
Highway Building
Salem, Oregon 97310

Dear Sir:

Re: Ontarion Asphalt & Paving Co.,
Contract #8002--Perry Johnston
bridge--Whiskey Creek

Today we received a check from Ontario Asphalt & Paving Co., in the sum of $145.92--covering the claims of Perry N. Johnston ($135.92) and Perry M. Johnston ($10.00). We will deliver the claim amount to Perry Jr.,

We are sorry it has been necessary to cause your offices the inconvenience of dealing with this claim and the several others from Wallowa.

The individual men who worked on this contract were above reproach. We were only too glad to accommodate them by allowing them to store their tools in our store-shed and store their various pieces of equipment in our barn yard. They were even given permission to use water from our house supply for drinking. They are not responsible for the "chinster" attitude of the main contractor.

We, and I speak for the others having had dealings with the contractor, can only hope the Ontario Asphalt & Paving Co., is not awarded future contracts in and near Wallowa. Apparently they are able to underbid their competitors because they are able to cut corners in the payments of claims and/or interest on just debts.

In the future, would it be possible to have the Inspector see that satisfatory temporary toilet facilities are provied for the crews on State projects? We are sorry to say that nothing was provided on this project so the men used a "hide-away" among the trees--parallel to Miskey Creek--and all fall and early winter (until snows covered the site) winds from the East brought a pronounced odor of "an out-house".

Thank you.

Very truly yours,

Perry N. Johnston

Perry N. Johnston

J:J

RECEIVED
FEB 14 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

8002

February 12, 1975

Larry E. Jones Excavating
P.O. Box 84
Lostine, OR 97857

Gentlemen:

Thank you for your letter of February 6 advising us that Ontario Asphalt Paving Co., has paid you $906 and that they still owe you $27.70 as interest.

You state this is in reference to the Ontario Asphalt Paving Co., Contract No. 8002 in Wallowa County.

Please advise us if you want us to file your February 6 letter as a claim with the Secretary of State.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

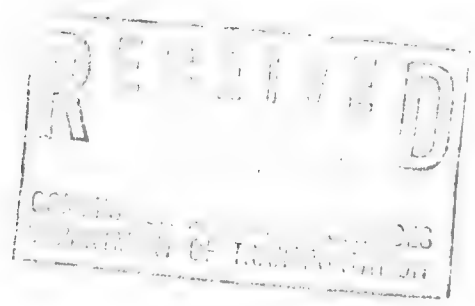
Lostine, Oregon
Jul 6, 1975

Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Sirs,

I am writing in regard to your letter concerning the bill that Ontario Asphalt Company owed us on Contract No. 8002, Wisby Creek Bridge in Wallowa County. I wanted to let you know that we received $96.00 of the $33.70 that they owed us. The difference that they still owe us of $27.70 was interest we had charged at the rate of 1% per month after the bill was past due. I do not know if there is any way we can collect the remaining $27.70 interest or not.

Sincerely
Larry E. Jones Enterprises
P.O. Box 57
Lostine, Oregon 97857



8002

February 10, 1975

Ontario Asphalt Paving Company
Post Office Box 457
Ontario, Oregon 97914

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8002 for work on the Whiskey Creek (Perry Johnston) Bridge Section in Wallowa County.

Careful consideration was given to the reasons you submitted. The material shortage reason was not adequately documented. The project was dormant while awaiting the correct rail posts and, in effect, was under an ordered shutdown. Your cooperation in saving engineering expense during this interval is appreciated and the early use of the new facility by the public is also noted. In light of the available facts, an extension of 53 days is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson

H. S. Coulter

C. T. keasey

V. L. Gallagher

V. E. Skoog

W. E. Schwartz

JAB:fr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 20, 1975

FILE: CON 5 #8002

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Whiskey Cr. (Perry Johnston) Bridge
Contract No. 8002
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Ontario Asphalt Paving Company requests a complete time extension because of shortage of bridge railing materials. The project was completed December 12, 1974 with 53 days liquidated damages counted at $75 per day. The contractor had the benefit of a stop work order for 17 days awaiting delivery of rail materials which were then found to be fabricated wrong, so all but 2 days of the extra time elapsed while awaiting re-fabrication and delivery. The original ordering date is not documented and the correction of a fabrication error would be a questionable basis for extension. However, in this case, I would go along with the field recommendations for complete extension because:

1. Traffic had full use of the new structure (with temporary rail) about 25 days before the contract time expired.

2. Although engineering is overrun 30 percent, the engineer explains that very little of it is due to the time overrun. The project was simply dormant almost 2 months awaiting correct rail posts.

3. There is a minor argument about adequacy of the plan in showing short radius guard rail which had to be shop curved. This involved same supplier as the bridge rail posts and considering the somewhat remote location and small size of the project, it is reasonable to minimize the number of trips to deliver the materials. Even the temporary deduction of the liquidated damages is some incentive to the contractor to try to avoid some of these problems next time.

This is a secondary Federal aid project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 21 1975
Office of
Assistant State Highway Engineer

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 15, 1975

FILE: CON 5

FROM: Dale D. Allen
Regional Construction Engineer
Dale D. Allen by je

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Request for Time Extension
Whiskey Creek (Perry Johnston) Bridge
FAS 487
Wallowa County
Contract 8002

Attached is a Request for Time Extension, with letter of transmittal from the resident engineer, one sheet of Summary of Contract Activities, letter from the contractor and five copies of Form E-320.

This request for an increased number of work days pertains to the construction of the Whiskey Creek Bridge in Wallowa County. This was a county project in which the State handled the engineering. 150 work days were allowed on the contract, 203 days were ultimately used. When 83 percent of the contract time had elapsed, traffic was routed over the new structure with temporary guard rails installed. All the overrun in time was caused by first, a delay in receiving the metal guard rail posts, and secondly, by the fact that when they were received they were fabricated incorrectly. It is our feeling that the contractor did everything possible to obtain the material in the required time, he had ordered the material sufficiently in advance to have completed the project on time, and in general should not be held responsible for the delays incurred for reasons beyond his control. Also, as the resident engineer has pointed out, the public had complete use of the structure prior to the time that work days ran out and, with the cooperation of the contractor, we did not incur any additional engineering cost due to this delay. We therefore concur in requesting that the contractor be allowed the 53 additional work days.

No documentation here. DD

Your approval is requested.

DDA:je
Attachments

cc: J. A. Schlieski

RECEIVED JAN 16 1975 CONSTRUCTION SECTION

Kelsay, Bond, Jackmond, Harwood, Johnsen, Walker, Glenn, Berg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8002 Contractor Ontario Asphalt Paving Co.

Highway EAS 487

Section Whiskey Cr. (Perry Johnston) Br.

Kind of Work Grading, Surfacing, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows: **See attached letter of explanation.**

Construction Section:

The material shortage reason was not adequately documented, but considering the early use of the project by traffic and the contractor's cooperation in saving engineering expense while awaiting the rail posts, the extension is recommended.

Recommended for Approval:

Dale P. Allen
REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

for State Highway Engineer

Contract No.	8002
Project designation	S-488(3) State-Federal
Date awarded	April 12, 1974
Work started	June 19, 1974
Per cent completed	100% Dec. 12, 1974 Date
No. of Workdays Allowed	150
No. of Workdays Used	203
No. of Added Workdays Requested	53

SP*67865-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 15, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to open days, within which to complete our Contract No. 8002, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Oct. 11, 1974 to present due to unavailability of materials. This unavailability caused in part by a change in the project plans. See attached letter.

Respectfully submitted,

Ontario Asphalt Paving Co.
Contractor

By [signature]

CONSENT OF SURETY

Date November 19, 1974

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Robert F. Shapley, Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1929 Georgia Pacific Building
Resident Agent
Portland, Oregon

By [signature]
Resident Agents For Oregon

ONTARIO ASPHALT PAVING COMPANY

ASPHALT PAVING CONTRACTOR

401 N.E. 4th Ave. Phone (503) 889-8411

ONTARIO, OREGON 97914

Serving the Community Since 1957

November 21, 1974

Subject: Whiskey Cr. Br.
Sect. Contract
8002

Oregon State Highway Div.
P. O. Box 850
LaGrande, Oregon 97850

Attention: Joe Schlieski

Gentlemen:

Attached find fully executed copies of Oregon State Highway commission form E-320 (Rev. 3-72) for the subject project. As you are aware work was stopped on the project Aug. 29, 1974 due to lack of materials. Materials were received on 9/30/74 and work was resumed on 10/3/74. We found that the bridge rail posts had been fabricated incorrectly, the supplier had shorted the order on the railing and that the guard rail alignment had been changed from that on the project plans necessitating two sections of bent rail which required shop bending prior to galvinizing.

I have submitted this request with an open completion date as I have not, as yet, been able to establish a delivery date for the corrected posts or the curved rail. I did contact our supplier (Corral Corp.) this date & was told our material is still waiting in line at the galvinizing plant.

Yours Truly,

R. L. Feller, Vice Pres.
Ontario Asphalt Paving Co.

RLF/gm

11-25-74

8002

RECEIVED
STATE HWY ENGR
FEB 4'75
REFER TO
Contract
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

2-4-75
ltr to Engr
ltr

January 31, 1975

Mr. A.E. Johnson
Deputy State Highway Engineer
Oregon State Highway Department
140 State Highway Building
Salem, Oregon 97310

Dear Mr. Johnson:

Enclosed is a copy of our letter to Ontario Asphalt Paving regarding a request for time extension by Ontario Asphalt on the Wiskey Creek, contract #8002. This subject was brought up at our January 30th meeting in Portland and perhaps some of the items mentioned will help your decision for a time extension to Ontario Asphalt.

I would also like to take this opportunity to express the thanks of Mr. Doug Daniels and myself for your time and consideration of our mutual problem on the Columbia Blvd.-Marquam Br. project.

Cordially,

Robert D. Laam

Robert D. Laam
Secretary

RDL/sls

Enclosure

CC: Dick Feller, Ontario Asphalt Paving

CANBY FABRICATING PLANT
29975 S. BARLOW RD.
CANBY, OREGON 97013

PHONE 651-2195

Coral Corporation

CANBY FABRICATING PLANT
~~ROUTE 2, BOX 127~~
CANBY, OREGON 97013

January 28, 1975

Ontario Asphalt Paving
401 NE 4th Avenue
Ontario, Oregon

ATTENTION: Mr. Dick Feller

Re: Whiskey Creek (Perry Johnson) Br.
Contract No. 8002

Gentlemen:

In response to your request, the following explanation is offered for our delay in supplying Guardrail and Metal Bridge Rail for the above referenced project.

The 1974 Construction season was very troublesome for steel fabricators, considering the extreme difficulty in getting materials. In addition, the only large galvanizing tank in the area went out of service in July and was not put back in operation till early January, 1975. This compounded our difficulties since the Galvanizer's capacity was cut in half or more. Virtually all of the steel fabrication we do for the Highway Department has to be galvanized; making it impossible to keep our delivery commitments and get materials to the job as needed to meet construction schedules.

Assuming normal times, your order was received in plenty of time to allow for fabrication and galvanizing so that it would arrive on the job to permit completion of the contract on time. Unfortunately, we were training some new engineering personnel which slowed up our detailing work so that shop drawings were not submitted till August 9, 1974. These were promptly approved and returned to us on August 18.

Fabrication was completed and materials delivered to the Galvanizers on September 3. Galvanizing was completed and shipment was made to the job on September 27.

Unfortunately, a fabrication error was discovered on October 14. It was necessary to return the posts to Canby to correct the error. Correction of the error also required re-galvanizing the posts. We regret very much the fact that this fabrication error was not discouvered by our own Quality Control personnel or by the Oregon State Highway Department Inspector when his inspection was performed here at our plant.

The posts were re-worked and sent to the Galvanizers on October 25. Galvanizing was completed and shipment made to the job on November 27.

We sincerely regret the delay our problems have caused on your project. Material problems, lack of galvanizing capacity and new and inexperienced personnel were all contributing factors. We trust this explanation will enable you to successfully request an extension of time for this project.

Sincerely,

CORAL CORPORATION

James B. Irving
President

mjd

cc: Mr. Don Jenks, OSHD, Materials Division

8002

DEPARTMENT OF TRANSPORTATION

4904

FILED
JAN 30 1975
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Mr. Perry N. Johnston
Whiskey Creek Road
Wallowa, OR 97885

January 29, 1975

1/31/75

Dear Mr. Johnston:

Mr. C. T. Keasey, Construction Engineer, has forwarded to us your claim letter of January 21, 1975, stating that Ontario Asphalt & Paving Company owes you for electricity, phone call and rock fill material in the amount of $135.92.

From the description given in your letter, this appears to be in reference to Ontario Asphalt Paving Co., Contract No. 8002, Whisky Cr. (Perry Johnson) Bridge Section in Wallowa County.

The Travelers Indemnity Company furnished the performance bond on this contract, which is given to assure completion of the job and payment of all bills incurred in it.

We are forwarding your claim letter to the Secretary of State for filing and we will also inform the surety and the prime contractor of the receipt of this claim.

We have sent letters to D. G. Imsland, Wayne Wolfe, Wesley R. Woodward, Perry M. Johnston, and Larry E. Jones advising them how to file a claim against the contractor's bond. Their letters were similar to the one that we sent to you on January 28.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, WA 98101

Attention: Mark S. Richardson
Account Analyst
Surety Department

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

bc: Al Johnson
C. T. Keasey
Secretary of State

Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
JAN 31 1975
COMMISSION AND STATE SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JAN 23 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Sati | Ltr

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 24 1975
CONSTRUCTION SECTION
Scofiel
Glenn
Berg

Whiskey Creek Road
Wallowa, Oregon 97885
January 21, 1975

Oregon State Highway Commission
Salem, Oregon 97301

Gentlemen:

Re: Perry Johnston Bridge
(Whiskey Creek Road, Wallowa, Ore.)

Your State Inspector and the members of the Oregon Survey Crew out of LaGrande, Oregon will be able to verify the following facts:

During the past summer the Ontario Asphalt and Paving Company of Ontario, Oregon, had the job of building the bridge referred to as "Perry Johnston Bridge" located four miles Northeast of Wallowa on the Whiskey Creek Road.

Very much to the disappointment of several residents of Wallowa, the above-named company has been completely ignoring accounts the said company insurred during the work.

On November 8, 1974, I mailed the following bill to the Ontario Company at their Ontario Postoffice. However, to the present time we have received neither the payment nor an acknowledgment.

"Due Perry N. Johnston, Whiskey Creek Road, Wallowa, Oregon 97885:

phone call	$ .92
Electricity used thru our meter	5.00
Rock-fill material from our pit--13 loads @$10.	$130.00
Total amount due:	$135.92

"Due Perry N. Johnston, Rt. 1, Box 133, Wallowa, Oregon 97885:
Tractor rent and operator charges for
unloading bridge rails from Silvers Wheel Ft. Truck $10.00"

On December 7, 1974, Vern Russell, Wallowa County Engineer, was given a copy of the above statement. He also was given statements from the other Wallowa residents, i.e., Woodward, Jones, Imsland and Wayne Wolfe. Mr. Russell reported he delivered these accounts to the LaGrande office of your Highway Department.

On January 10, 1975, we again wrote the Ontario Asphalt and Paving Company--as in the past, no reply.

Mr. Imsland tells us he has written and phoned each month for several months--no results.

The recent local report is that Mr. Woodward received a check, but it was not signed!

The Wallowa Hardware (Wallowa, Oregon) was finally successful in getting paid--they threatened to send the Sheriff.

These accounts may seem small compared to the total bid on the bridge, but when we owe accounts--we either pay them immediately or arrange for a later payment. In the latter case, we pay INTEREST. If we ignored our accounts, our credit rating would be ruined.

Is it going to be necessary to follow the Wallowa Hardware policy?

We are sorry to have to bother your Commission with this problem, but we seem to be banging our heads against a brick wall.

Thank you.

Sincerely,

Perry N. Johnston

Perry N. Johnston

Address:
Whiskey Creek Road
Wallowa, Oregon 97885

8002

January 29, 1975

Mr. Perry M. Johnston
Route 1, Box 133
Wallowa, Oregon 97885

Dear Mr. Johnston:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon, 1929 Georgia Pacific Building, Portland, OR 97204 furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted. Attached are excerpts from the Oregon laws outlining the filing procedure.

If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Joseph Schlieski

Mr. Perry N. Johnston
Whiskey Creek Road
Wallowa, OR 97885

January 28, 1975

Dear Mr. Johnston:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you $135.92 for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

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If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Joseph Schlieski

January 28, 1975

Mr. Perry N. Johnston
Whiskey Creek Road
Wallowa, OR 97885

Dear Mr. Johnston:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you $135.92 for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

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If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Joseph Schlieski

January 28, 1975

Mr. D. G. Imsland
Star Route
Lostine, OR 97857

Dear Mr. Imsland:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you $322.50 for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon, 1929 Georgia Pacific Building, Portland, OR 97204 furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted. Attached are excerpts from the Oregon laws outlining the filing procedure.

If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Joseph Schlieski

January 28, 1975

Mr. Wayne Wolfe
Wallowa, OR 97885

Dear Mr. Wolfe:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you $340 for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon, 1929 Georgia Pacific Building, Portland, OR 97204 furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted. Attached are excerpts from the Oregon laws outlining the filing procedure.

If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.
cc Joseph Schlieski

January 28, 1975

Mr. Wesley R. Woodward
Wallowa, OR 97885

Dear Mr. Woodward:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you $462.11 for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon, 1929 Georgia Pacific Building, Portland, OR 97204 furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted. Attached are excerpts from the Oregon laws outlining the filing procedure.

If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Joseph Schlieski

January 28, 1975

Larry E. Jones Excavating
P. O. Box 84
Lostine, OR 97857

Gentlemen:

Mr. Joseph Schlieski, Resident Construction Engineer, has informed us that Ontario Asphalt Paving Company owes you $933.70 for work on their Contract No. 8002, Whisky Creek (Perry Johnson) Bridge in Wallowa County.

This contract was completed on December 12, 1974, but has not yet been accepted by the State Highway Division.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon, 1929 Georgia Pacific Building, Portland, OR 97204 furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted. Attached are excerpts from the Oregon laws outlining the filing procedure.

If you wish, you may file your claim with this office. We will then file it with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.
cc Joseph Schlieski

Orta. & Asphalt Co. 96.

Contract No. 202

[illegible] Johnson
[illegible]
Wallula, Or. 97-45 — $ 5.92

D. S. Ireland
Star Route
Location, Or. 97857 — $ 32.50

J. Wayne White
[illegible] — $ [illegible]

[illegible] Ireland — $ 40.11
Wallula, 97

Larry [illegible] — $ [illegible].7
[illegible]
[illegible]

[illegible] — $ 10.00
[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

January 22, 1975

FROM: Joseph A. Schlieski

SUBJECT: Whiskey Cr. (Perry Johnson) Br.
FAS 487
Wallowa County
Contract 8002

"Non-payment of bills"

TO: C. W. Head
Supervisor of Commission Services
State Highway Building
Salem, Ore. 97310

Gentlemen:

Attached find letter from Wallowa County Director of Public Works, Verne Russell, concerning non-payment of bills by Ontario Asphalt Paving Co.

Also attached are five seperate statements totaling in excess of $2,000 for services rendered on the subject project by various individuals who have not as yet received payment.

The third notification of completion is still pending on this project due to lack of certain material certifications and minor work to be completed.

Requests from this office that the contractor make payment have been to no avail.

cc: Wallowa County Court
Contruction Division
Region
file

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAUDE H. HALL
JUDGE

WALLOWA COUNTY COURT

COMM. WM. DeGROFFT
COMM. [redacted]

Office of the Judge
Phone: 503-426-3586

Marion McCrae

State of Oregon

Enterprise, Oregon 97828

January 21, 1975

Mr. Joe Schleiski
Res. Construction Engineer
Oregon State Highway Department
1602 Cove Avenue
La Grande, Oregon 97850

Dear Joe,

Enclosed are several itemized bills that have been presented to me and which were incurred by Ontario Asphalt during the construction of the Whiskey Creek Bridge (contract No. 8002).

Numerous requests have been made for payment to no avail. Woodward received a check for his bill, but it was not signed. As far as I know, this is all that is outstanding unless there is some due to the material subs.

Sincerely,

Verne Russell
Department of Public Works

VHR:bjs

Enclosure

RECEIVED
COMMISSION ... OFFICES
DEPARTMENT OF TRANSPORTATION

Whiskey Creek Road
Wallowa, Oregon 97885
December 7, 1974

Mr. Vern Russell, County Engineer,
Courthouse,
Enterprise, Oregon

Dear Mr. Russell:

Following is a copy of the letter written to Ontario Asphalt and Paving Company, Ontario, Oregon, 97914, under date of November 8th, 1974. To date, we have had neither an acknowledgment of the letter or payment of the claim. Thank you.

Sincerely,

Perry N. Johnston

Perry N. Johnston

* *

Whiskey Creek Road
Wallowa, Oregon 97885
Novemoer 8, 1974

Ontario Asphalt & Paving Company
Ontario, Oregon 97914

Gentlemen:

Re: Bridge construction over
Whiskey Creek--Wallowa, Oregon

We wish to submit our bill with reference to the above bridge construction--

Phone call to Joseph: Re bridge inspector request of steel workers	.92
Electricity used from our meter	5.00
Rock fill material from our pit-- 13 loads @$10. per load	130.00
	$135.92

Total due Perry N. Johnston, Whiskey Creek Road
Wallowa, Oregon 97885

Perry M. Johnston, Box 133, Rt. 1, Wallowa, Oregon, 97885 requested we draw to your attention that has not received the settlement for the $10.00 due for tractor and lift rent and operator labor for unloading the bridge rails delivered by Stikes (Silver Wheel Freightlines, Inc.,) The truck driver called your Ontario office for authorization to hire help as no one from your company was on hand. Mr. Johnston dropped his own work to use the tractor and lift for this job.

Thank you.

Respectfully,

(Signed) Perry N. Johnston
Perry N. Johnston

PNJ:v
Address: Whiskey Creek Road
Wallowa, Oregon 97885

RECEIVED
COMM[illegible] AND SERVICES
DEPARTMENT OF TRANSPORTATION

Third Notice

FROM D. G. Imsland

Star Route

Lostine, Oregon 97857 Dec. 3 19 74

TO Ontario Asphalt Company

ADDRESS Ontario, Oregon 97914

CITY

TERMS Whiskey Creek bridge project October 1974

Backhoe Work

Oct.	7	Hours	5.0
"	8	"	8.5
"	9	"	8.0
"			

Total 21.5 Hrs.

21.5Hrs. x $15/Hr. = $322.50

RECEIVED
DEPARTMENT OF TRANSPORTATION

Wayne Wolfe
Wallowa, Oregon

To: Ontario Asphalt Paving Co.

2500 c/y fill material @ .10	250.00
6 hrs D-6 Cat @ 15.00	90.00
	$340.00

Wayne L Wolfe

RECEIVED
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION

Wesley R. Woodward
Wallowa, Oregon 97885

No. 836-43 Date Dec 11 1974

Name Ontario Asphalt Co

Address Ontario, Ore.

SOLD BY	CASH	C. O. D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT
			✓			

QUAN.		DESCRIPTION	AMOUNT
8-26	1	Hauling 8½ hrs	$ 170 -
8-27	2	" 4 "	80 -
8-28	3	" 8½ "	170 -
8-23	4	Backhoe 2 hrs	33 -
	5		453 -
	6	Interest @ 1% per month	
	7	& Handling	9 11
	8	2 months.	$ 462 11
	9		
	10		
	11		
	12		

Customer's Order No.

Rec'd By

KEEP THIS SLIP FOR REFERENCE

5H 24 Redifprm

RECEIVED
OFFICE OF ... SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

FROM Larry E. Jones Excavating
P.O. Box 84 - Lostine, Ore. 97857
12-11 19 74
TO Ontario Asphalt Paving Co.
ADDRESS 36 N. Oregon
CITY Ontario, Oregon 97914
TERMS 70 R.L. (Dick Fuller) 97828

6-19-74	Back hoe work at 14.50 per hr.	6 hrs.	87.00
6-20-74	" " "	4½ hrs.	65.25
6-22-74	" " "	6 hrs	87.00
6-25-74	" " "	7½ hrs	108.75
6-26-74	" " "	9 hrs	130.50
6-27-74	" " "	9½ hrs	137.75
6-28-74	" " "	11 hrs	159.50
6-29-74	" " "	9 hrs	130.50
			906.25

Interest at rate of 1% per month

Interest for Sept.	9.06
Interest for Oct	9.15
Interest for Nov.	9.24
Total bill due	933.70

RECEIVED
COMMUNICATION SERVICES
DEPARTMENT OF TRANSPORTATION

8002

Final Report

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Whiskey Cr.(Perry Johnston) Br.		WEEK ENDING: December 20, 1974
		SECTION PREFIX: 532-1040
HIGHWAY: FAS 487		COUNTY: Wallowa
NAME OF JOB: Whiskey Cr.(Perry Johnston)Br.	KIND OF WORK: Grading, structure, and Surfacing	
CONTRACTOR: Ontario Asphalt Paving Co.	CONTRACT NUMBER: 8002	FEDERAL AID PROJECT NUMBER: S-488(3)
DATE OF CONTRACT: April 12, 1974	DATE WORK STARTED: June 19, 1974	ESTIMATED COMPLETION DATE: December 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 203
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 135
PROJECT AUTHORIZATION: $ 60,984.42	ENGINEERING AUTHORIZATION $ 5,326.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 55,658.27		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,658.27	ENGINEERING COST TO DATE $ 6,776.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	This Week 64.31	DATE PROJECT WAS COMPLETED: December 12, 1974
	PERCENT OF AUTHORIZATION 127.2%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16	0	0	0
MILES PARTIALLY COMPLETED	0.16	0.16	0	0	0
MILES COMPLETED	0.16	0.16	0	0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2500	2,390	0	0	0
TOTAL QUANTITIES CORRECTED TO DATE	2,559	1,778	0	0	0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,559	1,778	0	0	0
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16107							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Cldy,cool,shwrs	0		
MONDAY	16	Clear,cool	0		
TUESDAY	17	Cldy,cool	0		
WEDNESDAY	18	Cldy,cold,shwrs	0		
THURSDAY	19	Cldy,cool	0		
FRIDAY	20	Cldy,cool,shwrs.	0		
SATURDAY	14	Cldy,cool	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 15	No Activity
MONDAY 16	No Activity
TUESDAY 17	No Activity
WEDNESDAY 18	No Activity
THURSDAY 19	No Activity
FRIDAY 20	No Activity
SATURDAY 14	No Activity

REMARKS

Status: All grading and surfacing completed.
Structure completed with the exception of Misc. washers and nuts missing from guard-rail order. Plan to complete misc. work in approximately two weeks.

Semi-final records submitted for Pre-check.

This is the last weekly report.

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Whisky Creek
Wallowa County

Whisky Creek (Perry Johnson)
Bridge Section
FAS 487

Expires: 4-23-75

MATERIAL REMOVAL PERMIT NO. 1293

ONTARIO ASPHALT PAVING COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

April 23, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1293

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
(x) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) x GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No (x) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from April 1 to June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed except riprap ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s). (x) out of the water.

Others:

( ) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflict with other users occur.

( ) 11. Freshly poured concrete shall not come in contact with the active flowing stream.

April 23, 1974

ATTACHMENT "A"

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( ) a. has issued Waste Discharge Permit No. _____ for this project.
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( ) 11. Freshly poured concrete shall not come in contact with the active flowing stream.

April 23, 1974

(b Name: Whisky Cr. (Terry Johnson) Br. Section
FAS 487
Wallowa County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Ontario Asphalt Paving Company
Corporate Name or Individual (Please Print)

P. O. Box 457; Ontario, OR 97914 889-8411
Address Zip Telephone No.

[signature] Vice Pres.
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~xxxxxxxxxxxxxxxxxxxxxxxx~~ Dirt, Gravel.

b) Estimated Quantity (Removal) 100 cu. yds. ~~(Rkkk)~~.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Description~~ of Removal ~~xxxx/xxxxxxx~~ Excavation for bridge construction.

e) ~~xxxxxxxxxxxxxxxxxxxx

3006

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-66		OREGON
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	4-23-74	Wallowa
		PROJECT NO. RS-488(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 3 mi. NE of Wallowa, N 0.16 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-5-74	0.16
OTHER (Specify)		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 60,898	$ 47,591

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer April 23 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24. 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-Aid Project
No. RS-488(3)

WHISKY CR. (PERRY JOHNSON) BRIDGE SECTION

FAS 487 IN WALLOWA COUNTY

Salem, Oregon, April 16, 1974

Project Agreement Estimate

Type Code 2010
Roadway (Sta. 24+00 - Sta. 33+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Temporary Signs	90 sq.ft.	6.00	540.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	225 lin.ft.	5.50	1,237.50
Flagman	40 hr.	15.00	600.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	2,500 cu.yds.	1.20	3,000.00
Trench Excavation	22 cu.yds.	5.00	110.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	85 M-gals.	6.00	510.00
Grid Rolled Aggregate Subbase	1,800 cu.yds.	1.35	2,430.00
3/4" - 0 Aggregate Wearing Course	590 cu.yds.	1.35	796.50
12-inch Culvert Pipe	120 lin.ft.	6.50	780.00
Guard Rail, Type 2A	225 lin.ft.	10.50	2,362.50
Rail End Pieces, Type B	4 only	50.00	200.00
Loose Riprap, Class 700	28 cu.yds.	10.00	280.00
			$ 20,346.50

Additional Items

Temporary Erosion Control	All Required		$ 100.00
			$ 100.00
	Subtotal		$ 20,446.50
	Engineering		2,964.50
	Total		$ 23,411.00

Type Code X080
Structure (Sta. 29+15 - Sta. 29+57) (Alternate B)

Structure Excavation	250 cu.yds.	8.00	$ 2,000.00
Concrete in Abutments	70 cu.yds.	135.00	9,450.00
4'x35'/30' Prestressed Slabs	8 only	1,775.00	14,200.00
Reinforcement in Abutments	13,500 lbs.	0.30	4,050.00
Metal Rail	38 lin.ft.	80.00	3,040.00
	Subtotal		$ 32,740.00
	Engineering		4,747.00
	Total		$ 37,487.00

Length of Roadway - - - 0.16 mile
Cost of Roadway Per Mile - - - $146,318.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$23,411.00	$18,295.00	$2,558.00	$2,558.00
Structure	37,487.00	29,296.00	4,095.00	4,096.00
Total	$60,898.00	$47,591.00	$6,653.00	$6,654.00

Group 1 - 100%

Contract No. 8002

Prefix: 532-1040

WHISKY CR. (PERRY JOHNSON) BRIDGE SECTION

Non-participating-State Work

Move Mailboxes	All Required	$ 75.00

OSHD P it No.: 86
Job Name: Whisky Cr. (Perry Johnson) Br. Section
FAS 487
Wallowa County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Ontario Asphalt Paving Company
Corporate Name or Individual (Please Print)

P. O. Box 457; Ontario, OR 97914 889-8411
Address Zip Telephone No.

R. J. Fuller Vice Pres.
Signature of Contractor (Title)

Name of Sub-Contractor:
(If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~and/or Fill~~ Dirt, Gravel.

b) Estimated Quantity (Removal) 100 cu. yds. ~~(Fill)~~.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and/or Proposed Use~~ of Removal ~~and/or Fill~~ Excavation for bridge construction.

e) ~~Source and/or Composition (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~Removal~~ Awarded: April 12, 1974
~~Fill~~ Time: 150 Calendar Workdays.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Whisky Creek.

b) Tributary of Wallowa River.

c) Located in See plans of Section 6 Twp. 1N R. 43E.
(Legal Description)

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

OSHD Permit No.: 86
Job Name: Whisky Cr. (Perry Johnson) Br. Section
FAS 487
Wallowa County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Ontario Asphalt Paving Company
Corporate Name or Individual (Please Print)

P. O. Box 457, Ontario, OR 97914
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~xxx/xxxxxxxxxxxxxxxx~~ Dirt, Gravel.

b) Estimated Quantity (Removal) 100 cu. yds. ~~(xxxx)~~.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and xxxxxxxxxxxxxxx~~e of Removal ~~xxxx/xxxxxxx~~ Excavation for bridge construction.

e) ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~.

f) Disposition of Materials Removed (If Applicable) In highway roadbed.

g) Proposed Period of Activity. ~~xxxxxxxxx~~ Awarded: April 12, 1974.

~~xxxxx~~ Time: 150 Calendar Workdays.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Whisky Creek.

b) Tributary of Wallowa River.

c) Located in See plans (Legal Description) of Section 6 Twp. 1N R. 43E.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

FROM DIVISION (STATE LANDS

Whisky Creek
Wallowa County
Highway Job No. 86

PRELIMINARY
ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1293

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (x) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) xx GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No (x) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (xx) OPERATION OF EQUIPMENT shall be done in the active flowing stream from April 1 to June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials except riprap shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s). (x) out of the water.

Others:

(x) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

(x) 11. Freshly poured concrete shall not come in contact with the active flowing stream.

December 6, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 12, 1974

Ontario Asphalt Paving Co.
P. O. Box 457
Ontario, OR 97914

Gentlemen:

The Oregon Transportation Commission on April 4, 1974, accepted your proposal for work on the Whisky Creek (Perry) Johnson) Br. Section of FAS 487 in Wallowa County in the amount of $53,086.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of Wallowa County is received and the sum of $7,600 is deposited by the County.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8002.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin April 24, 1974.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Don Trout
W. E. Schwartz
Joe Schlieski
Wm. Geibel (SAIF)

8002

5

bc: E. S. Hunter
L. W. Rulien
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 29, 1974

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

Attention Mr. Verne Russell
Director of Public Works

NOTED
E. S. HUNTER

Gentlemen:

On March 28, 1974 a satisfactory bid was received from the Ontario Asphaltic Paving Company, Ontario 97914, for the Whiskey Creek (Perry Johnson) Bridge Section on FAS 32-105 (formerly FAS 487). As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$53,086.50
Temporary Erosion Control	100.00
Move Mail Boxes	75.00
4½% Contingencies	2,396.77
10% Engineering	5,326.15
Estimated Total Cost	$60,984.42

County Advance Deposit:

12½% of $60,984.42 = $7,623.05, or say $7,600.00.

Please make this advance deposit in the amount of $7,600 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
MAR 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 2-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	2-5-74

BY (Signature)
Mr. L.H. Young's 1-25-74 letter

TITLE
Office Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Rural Secondary

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 10 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
10	RS-488(3)	0.16	78,000	60,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
Whiskey Creek (Perry Johnson) Bridge Section. Wallowa County	Grade, Drain Gravel Surface and Structure.

RECEIVED
STATE HWY ENGR
FEB 8 '74
REFER TO
Orig-Henslee
FOR

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-5-74	Vernon V. Cusack, Acting Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8003

OREGON STATE HIGHWAY DIVISION

bc: E. S. Hunter
L. H. Young

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 22, 1974

Mr. Verne Russell
Wallowa County Director of
Public Works
Courthouse
Enterprise, Oregon 97828

Re: Whiskey Creek (Perry Johnson) Br.
FAS 32-105
Wallowa County

Dear Mr. Russell:

A copy of our latest estimate for this project is enclosed for your information. If we receive a contract bid for this amount ($73,228.48) the County's share of 12½% would be approximately $9,200.

We intend to accept bids on this project on March 28, 1974.

Please keep this estimate confidential.

NOTED
E. S. HUNTER

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

RECEIVED
FEB 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8002

January 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. RS-488(3)

We are submitting program data for one rural secondary project, Item No. 10, Project No. RS-488(3), 'Whiskey Creek (Perry Johnson) Bridge Section', which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on March 28, 1974.

Copies of State Clearinghouse and District 13 Clearinghouse A-95 reviews were submitted previously under Project S-488(3), Item No. 1120, which was withdrawn on October 17, 1973, to release the 1973 fiscal year secondary funds for use on a project which penetrates an urban area.

It is the contention of the Oregon State Highway Division and Wallowa County, since the right-of-way required is insignificant that the intent of PPM 20-8 relative to public hearings has been fulfilled based on the following.

(1) The county contacted all abutting property owners along the project.
(2) The project was explained and all questions answered to the satisfaction of the property owners.
(3) The property owners gave no indications of a desire for a public hearing.

The above facts have been documented by the county and copies of the document are in the Oregon State Highway Division files.

Encl.

JG:lsk

Budget Bureau No. 41-R2067; Approv

U.S. DEPA
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-25-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): Co. Rd. approx. 3 mi. NE of Wallowa, N 0.16 Mi. 21 65	ADT	PRESENT: 100*	FUTURE: 160 (66)	YEAR: 94 (70)(71)(72)	REGION: 10	STATE NAME: Oregon	STA CO (2
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr, Dr, Gravel Surf, Bridge 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S): RS- 14 23 | NUMBER: 488 7 | SEQ. (
CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary						COUNTY NAME: Wallowa		CODE: 063 (14)(16)
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AID: 487 (32)	STATE: Co.Rd. (36)(37) | U.S.: -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE		Co. Rd. approx. 3 mi. NE of Wallowa, N 0.16mi.					
5					ROW							
5					CONST (CODE) 2010 x080		"Whiskey Cr. (Perry Johnson) Br. Sec."	0.16	78,000	60,900	8,550	8,550 (co.)
							PROJECT TOTALS	0.16	78,000	60,900	8,550	8,550 (co.)

CARD 1	CODE 1	PREPARED BY	(16)	(23)(24)	(33) REMARKS
1	14	PROGRAM APPROVAL DATES			

*DHV is 22 for this location

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1-25-74

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. approx. 3 mi. NE of Wallowa, 0.16 Mi.	ADT	100*	160	94	10	Oregon	41	075	10

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Surf, Bridge								RS-	488	(3)		

Rural Secondary

COUNTY NAME: Wallowa — CODE: 063

ROUTE NO. S — FEDERAL-AID: 487 — STATE: Co.Rd. — U.S.: -- — PROGRAM STAGE: [ ] 1 OR [X] 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd. approx. 3 mi. NE of Wallowa, N 0.16mi.						Const. one prestressed conc. slab span bridge (L.28') & approach roadways at both ends of bridge. Install guard rail & place necessary rip-rap. (County to remove ext'g. bridge & provide & maintain detour.) Row-60' min.; Access control-none; Parking restrictions --none.
OW								
ONST ODE) 10 80		"Whiskey Cr. (Perry Johnson) Br. Sec."	0.16	78,000	60,900	8,550	8,550 (co.)	
		PROJECT TOTALS	0.16	78,000	60,900	8,550	8,550 (co.)	

ROVAL DATES

REMARKS

*DHV is 22 for this location

USCOMM DUSCOMM-DC 48905-P61

WHISKEY CR. (PERRY JOHNSON) BR. SEC.

PROJECT NO. RS-488(3)

Existing Facilities:
Roadway: 24-foot graveled surface.
Structure: 26-foot long timber structure with a horizontal clearance of 17'-6".

Adjacent Sections: 24-foot gravel surfaced roadway.

Project Data: Construct, on improved alignment, one prestressed concrete slab span bridge (Br. No. 16107), 28 feet (nominal) in length with a horizontal clearance of 30 feet (nominal). Grade, drain and gravel surface approach roadway, at each end of bridge, to accommodate a completed facility providing two 10-foot low type surface traffic lanes with 4-foot shoulders. Install guardrail at each end of bridge and place necessary riprap.

Roadway Type Code 2010 - - - - - - Est. Cost $40,000
Structure Type Code X080 - - - - - Est. Cost $38,000

NOTE: County will remove existing bridge, obliterate roadway at each end of existing bridge, and provide and maintain detour.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

PPM 90-1 Requirements: Negative Declaration and addendum concurred in by Federal Highway Administration on May 11, 1973 and October 3, 1973, respectively.

A-95 Review: State Clearinghouse and Distr
letters of approval dated September 6, 1972
respectively.

Public Hearings: The county contacted all
along the project. The project was explain
answered to the satisfaction of the propert
owners gave no indications of a desire for
facts have been documented by the county an
are in the Oregon State Highway Division fi
required is insignificant and the Oregon St
and Wallowa County have concluded, based on
that the intent of PPM 20-8 relative to pub
fulfilled.

Location/Design Approval: Granted May 11,
Road Plan.

Control of Utilities: The State does not h
legal authority to control the use by Utili
of this project. A State-county agreement
comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project lies within Congression

WHISKEY CR. (PERRY JOHNSON) BR. SEC.

PROJECT NO. RS-488(3)

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ay: 24-foot graveled surface.
cture: 26-foot long timber structure with a horizontal
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nty will remove existing bridge, obliterate roadway at
f existing bridge, and provide and maintain detour.

to Minimum Standards: None.

Assistance Payments: County will make such payments
d.

ion, Airports, Water Development, Railroads, Recreation
ical Areas: None involved.

equirements: Negative Declaration and addendum con-
by Federal Highway Administration on May 11, 1973 and
1973, respectively.

A-95 Review: State Clearinghouse and District 13 Clearinghouse letters of approval dated September 6, 1972 and September 9, 1972, respectively.

Public Hearings: The county contacted all abutting property owners along the project. The project was explained and all questions answered to the satisfaction of the property owners. The property owners gave no indications of a desire for a public hearing. These facts have been documented by the county and copies of the document are in the Oregon State Highway Division files. The right-of-way required is insignificant and the Oregon State Highway Division and Wallowa County have concluded, based on the above stated action, that the intent of PPM 20-8 relative to public hearings has been fulfilled.

Location/Design Approval: Granted May 11, 1973, under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project lies within Congressional District No. 2.

5002

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 4, 1974

FROM: Joseph A. Schlieski

SUBJECT: Whiskey Cr. (Perry Johnson) Br.
FAS 487
Wallowa County
Br. 16107

TO: Walter J. Hart
Bridge Engineer
Salem

One final revision on the Whiskey Cr. structure. Using the preliminary grading and stone base plans reviewed in August of 1973 as a reference:

1. There will be no anticipated change in horizontal or vertical alignment from that shown on Sht. 3.

2. The property owner on the downstream side of the structure is presently constructing a channel change, (10' - 12' bottom with variable side slopes). Portions of this channel will be riprapped by the property owner and/or the County.

3. The alignment of the new channel was based on the use of a structure "normal" to the roadway centerline.

4. The station of the centerline of the new channel is 29 + 10+/-. (Station to be verified in the field at time of construction).

5. Structure opening as per R. L. Lenz recommendation in Memo-To-File of 3/15/73.

6. Discussed this work with Verne Russell of Wallowa County on 1/4/74 and he indicated that he had signed agreements with property owners involved. There should be no further R/W problems.

In other words we need a structure "normal" to centerline with approx. a 24' opening with vertical sides.

cc: Frank E. Terpin
County-City
Region
Siler

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 ✓
2 ✓

Swanson
R Olson
Trout

RECEIVED
JAN - 7
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Other

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: Co. Rd. approx. 3 mi. NE of Wallowa	ADT	100	FUTURE YEAR (66)–(70): 160	(71)–(72): 93	REGION (74)–(75): 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62: One Bridge	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PROJECT NUMBER: PREFIX LETTER(S) 14–23: S-	NUMBER 7: 488(

CARD 4	CLASS OF FEDERAL FUNDS [1]: Secondary	COUNTY NAME: Wallowa
	NAME OF URBAN AREA 17-31:	F.A. SYSTEM: Secondary

RTE NO.	FEDERAL AID	STATE (32)
S	487	

CARD 5	LINE NO. (1)–(5)	CHNG CODE 16	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS
1														
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	1120	S-488(3)	Co. Rd. approx. 3 mi. NE of Wallowa "Whiskey Creek (Perry Johnson) Br. Sec."	0.005	50,000	31,780	9,110(Co) 9,110
										PROJECT TOTAL	0.005	50,000	31,780	18,220
5					PE ROW CONST		RE-QUESTED REVISION	1120	S-488(3)	Withdraw Project				
										PROJECT TOTAL		(16)–(23)	(24)–(33)	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes [ ]	PROJECT WITHDRAWN YES [X]	REASON FOR CHANGE: This project has been postponed until the spring of 1974 o
1	COLUMN 14 ⟶ CODE 11	CODE 2	of the County and the State desires to withdraw the project so as to relea for more urgent projects. The work covered by this project will be reproc

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	
May 11, 1973	DATE: October 9, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Office Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

reusing the same Project & Agreement

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO.

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Co. Rd. approx. 3 mi. NE of Wallowa	ADT	100	160 (66) 93 (70)(71)(72)	10 (74)(78)	Oregon	35 (2)(3)	022 4 6	1120 (14)(18)

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
e 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	14 S- 23	3 488(3) 13	(24) (26)	27

L FUNDS [1] Secondary

COUNTY NAME Wallowa — CODE 063 (14 16)

REA

F.A. SYSTEM Secondary

RTE NO. S — FEDERAL AID 487 — STATE (32) Co.Rd. (36) — U.S. (37) -- (41)

WORK TYPE	STEP (43-46) (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED	1120	S-488(3)	Co. Rd. approx. 3 mi. NE of Wallowa					Const. one prestress. conc. slab span bridge (L 26', HC 30'). Remove ext'g. str. & furnish guardrail.
ROW					"Whiskey Creek (Perry Johnson) Br. Sec."				9,110(Co)	
CONST		Stage 2				0.005	50,000	31,780	9,110	
					PROJECT TOTAL	0.005	50,000	31,780	18,220	
PE		RE-QUESTED REVISION	1120	S-488(3)	Withdraw Project					
ROW										
CONST							(16) (23)	(24) (33)		
					PROJECT TOTAL					

-9 has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☒

CODE 11 — CODE 2

g into two or more projects. Prepare a form PR-1 for all ulting from such action.

REASON FOR CHANGE: This project has been postponed until the spring of 1974 or later at the request of the County and the State desires to withdraw the project so as to release the Federal funds for more urgent projects. The work covered by this project will be reprogramed at a later date (below)

VAL: 973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 9, 1973	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Office Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

S FORM ARE OBSOLETE AFTER 7-1-61

reusing the same Project & Agreement Number with a RS prefix.

USCOMM-DC 48908-P61

8002

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

Verstеeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
OCT 10 1973
ROAD DESIGN SECTION

Req. Not Reply
Reply Not Req.
Do not File
Per Our Tel.
Bridge Dept.
Other

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
MRS. ALLEN BATEMAN, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

October 8, 1973

RECEIVED
OCT 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed review of your preliminary plans for:

Middle Unit, Richland Junction-Girds Creek
Road Section, Service Creek-Mitchell Highway
Wheeler County

Whiskey Creek (Perry Johnson) Bridge Section
FAS 487
Wallowa County

The Whiskey Creek project has been reviewed under the Division of State Lands fill/removal law and the attached comment form presents our response to this application.

No adverse impacts to the fish or wildlife resources are anticipated from the Middle Unit Project providing all work is done to minimize the potential for erosion.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Aquatic Biologist
Environmental Management Section

cc's sent 10-10-73:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (2)
W. E. Schwartz (2)
J. F. Putnam (2)

Date 10-1-73

ORS 541.605 et seq.

County Wallowa

River Whisky C.

Name of Applicant Oregon State Highway Div.

State Permit No. 1293 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) — GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No (✓) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from April 1 - June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓) 9. Spoils, stockpiles, and other fill materials, except riprap shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s). (✓) out of the water.

Special Conditions:

(✓) 10. DSL retains the right to — — —

(✓) 11. Fully vegetated earth shall be in contact to the edge of the stream.

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon State

5488(3)

8002

1169

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Whiskey Creek (Perry Johnson)
Bridge Section - Willow Creek
Road, FAS 487
Wallowa County

A negative declaration relative to the subject FAS-C project was submitted on May 10 and approved by Mr. Cusack, May 11, 1973. An addendum to the approved negative declaration is hereby submitted which covers a change in alignment of the proposed structure.

The project as originally proposed was designed to replace the existing bridge over Whiskey Creek with a new structure on the same grade and alignment. It is now proposed to construct the new bridge on a revised alignment approximately 40 feet downstream from the existing bridge.

The revised proposal consists of constructing a reinforced concrete bridge 42 feet long and 32 feet wide on a revised alignment. Included in the proposal is the construction of approximately 808 feet of roadway consisting of grading, grid-rolled base and crushed rock surfacing with top width of 28 feet. Wallowa County will make available materials for base from an existing County-owned quarry. The surfacing material is already available in stockpile. The present roadway and structure can be used as a detour during construction and the old bridge will be removed after construction is completed.

RECEIVED
SEP 24 1973
OREGON DIVISION

The original location on this project was revised when it became apparent that the sight distance of an intersecting county road at the northerly end of the Whiskey Creek Bridge was seriously impaired. The revised bridge location will substantially improve the sight distance problem and at the same time eliminate sharp curves at both ends of the project.

The most significant impact of the alignment revision will be an increase in safety to the road user.

Additional right-of-way will be required for the new alignment; however, the land to be acquired from the two property owners involved is not substantial. No residences or other improvements are affected. Relations with the property owners appear to be favorable for the proposed construction, and no problems are anticipated in obtaining the necessary right-of-way since none of the land to be acquired is tillable farm land. A formal public hearing is not anticipated.

At the request of one of the adjacent property owners, clearing and grubbing operations along Whiskey Creek will be held to a minimum in order to protect the brushy winter cover for native birds in the area.

The proposed line revision is essential to provide added safety to the road user. The benefits to the public will outweigh the effects of the small loss of private land.

Your concurrence in this addendum to the negative declaration approved May 11, 1973, is respectfully requested.

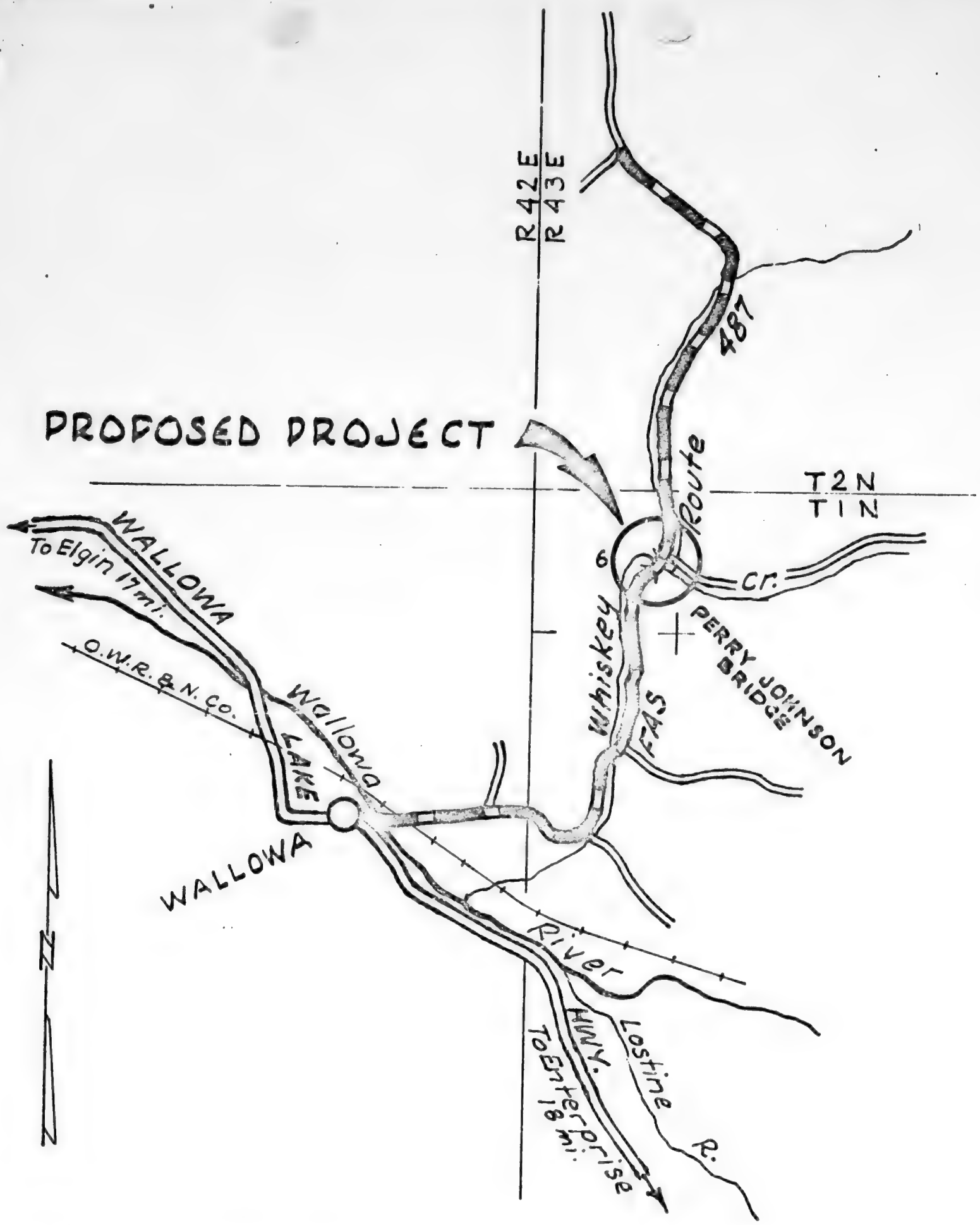
Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

ENDORSEMENT TO OREGON STATE HIGHWAY DIVISION

I CONCUR _____ DATE OCTOBER 3, 1973

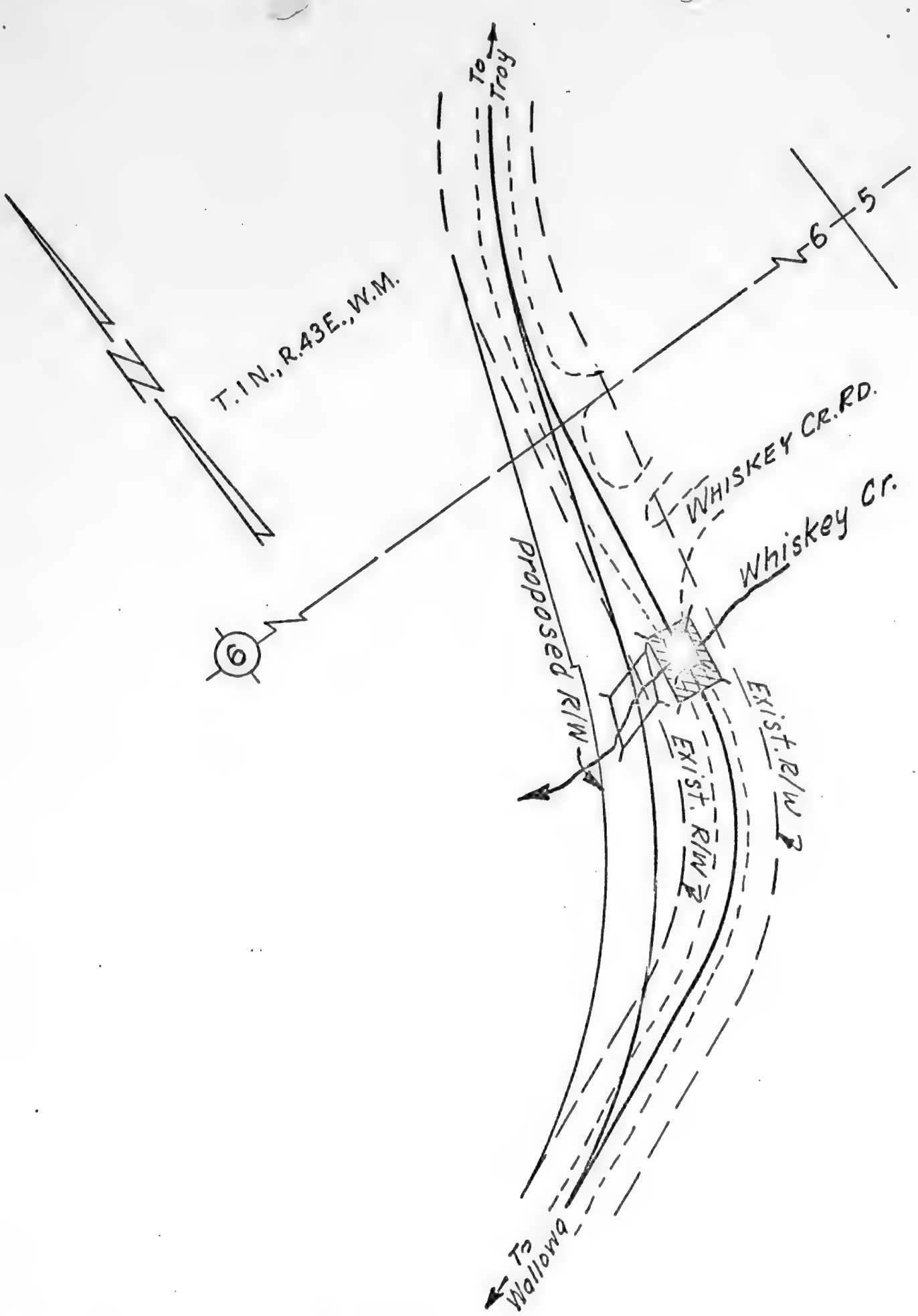
DIVISION ENGINEER
FHWA-OREGON DIVISION



WISKEY CR. (PERRY JOHNSON) BRIDGE

WILLOW CREEK ROAD

Wallowa County



Existing Bridge

Proposed Bridge as Originally Planned

Proposed Bridge Location as revised

- 5010

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 9, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project S-488(3)
Whiskey Creek (Perry Johnson) Bridge Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Although the proposed revisions in the subject project will greatly reduce hazardous conditions and generally improve the project the need for additional right of way will also remove the immunity for holding public hearings allowed under Paragraph 6c of PPM 20-8. We do not mention this with any thought toward discouraging this revision - we merely wish to point out a change in Federal-aid requirements.

for G. L. Green

5-15-13

NOTED
A. E. JOHNSON

8-16-73
original to Walt Hart.

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 13 '73
REFER TO
FOR
LAD | Lands | RND | DR | SEA | Act | Adj

STATE COPY (Walt Hart)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
OSHD(Hart)

Design

INSPECTION REPORT

7-5-73 eb

REGION NO.	REPORT ON	DIVISION
10	Whiskey Creek Bridge	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
6-12-73	H. A. Schell, Division Bridge Engineer	S-488(3)
IN COMPANY WITH	W. Hart, OSHD	

REMARKS

WHISKEY CREEK (PERRY JOHNSON) BRIDGE SECT.
Wallowa County

The existing bridge across Whiskey Creek is a 18' log stringer span with approximately 6' clearance above a stream bed. The State proposes a 34'+ length span as a replacement. Although the project has been approved for construction under the secondary road plan the following comments should be considered. Hydraulics people have investigated the flow through this area and found that more span is needed. Interview with the local people did disclose that water goes over the roadway during some floods. At the northern end of the bridge there is an intersection of two heavily traveled farm and logging roads. Also the adjacent property owner indicated that there is much use of this area during the hunting season. The approach road to this section is on a very bad curve and the bridge is incorporated into a very serious intersection problem. It is suggested that this location be carefully reviewed in an attempt to reduce the hazardous condition. It might be possible to provide extra widening on the structure and give more protection. Downstream from the structure there is a 12' long structure approximately 6' deep to streambed. This structure does take all of Whiskey Creek but local residents indicated that water flows over the road during some flooding periods.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 17 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUL 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 0-387-254

8002

June 26, 1973

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

Attention: Marjorie Martin
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4743

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Parry Johnson Bridge over Whiskey Creek on Whiskey Creek Road in Wallowa County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Attachment

bc H. S. Cox

8002

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 16, 1973

To: MR. R. L. SCHROEDER
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Whiskey Creek (Perry Johnson) Bridge
Willow Creek Road, FAS 487
Wallowa County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
J. H. Versteeg
R. E. Royer
Victor Wolfe
L. H. Young
W. J. Hart
W. E. Schwartz
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
MAY 16 1973
Office of
Assistant State Highway Engineer

LOCATION - DESIGN APPROVAL

COUNTY: WALLOWA

SECTION: Whiskey Creek (Perry Johnson) Bridge

FAS NO.: 487

ROAD NAME: Willow Creek Road

PROJECT DESCRIPTION: Construct reinforced concrete bridge 25 feet long, with 32-foot roadway. Remove existing bridge. County to build approaches and place riprap.

ESTIMATED COST: $50,000

HIGHWAY COMMISSION APPROVAL: August 8, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: September 6, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved May 11, 1973 by FHWA

REMARKS:

APPROVED: May 11 19 73

E. J. Hunter

Assistant State Highway Engineer

TRANSACTION NUMBER 5-50 THRU 5-55

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-11-73

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

BY (Signature): MR. YOUNG'S MAY 7, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ AI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1117 THRU 1120

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1117	S-178(6)	4.56	110,000	69,900	HAMILTON CREEK SCHOOL-BERLIN SECTION. LINN COUNTY	HIGH TYPE PAVEMENT AND GUARDRAIL
1118	S-271(11)	2.27	1,250,000	794,500	HOGAN ROAD-BORING SECTION CLACKAMAS COUNTY	GRADE-DRAIN-HIGH TYPE PAVEMENT
1119	S-595(1)	1.84	230,000	146,100	RUGGLES ROAD-LIBERTY ROAD SECTION SHERMAN COUNTY	GRADE-DRAIN-HIGH TYPE PAVEMENT
1120	S-488(3)	0.005	50,000	31,780	WHISKEY CREEK (PERRY JOHNSON) BRIDGE SECTION. WALLOWA COUNTY	ONE STRUCTURE

NOTED
A. E. JOHNSON

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF I SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Orig - Hunter 5-15-73

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-11-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8002

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 10, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Whiskey Creek (Perry Johnson) Bridge
Willow Creek Road, FAS 487
Wallowa County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed bridge construction project is located approximately 3.8 miles northeast of the City of Wallowa in Wallowa County where Willow Creek Road crosses Whiskey Creek.

The proposal consists of removing an existing bridge and constructing in its place a reinforced concrete structure 25 feet long with a 32-foot clear roadway on the same grade and alignment as the existing structure. The County will construct the required approaches and place the necessary riprap or rock blanket.

PURPOSE OF PROJECT The purpose of the project is to replace a substandard timber structure, provide safety and convenience to the road user, and thereby improve the arterial road system of Wallowa County.

The existing Whiskey Creek Bridge is a narrow, timber structure 18 feet wide and 25 feet long, and is inadequate to meet the demands of present and future traffic loads, It has also deteriorated to the extent that neither ordinary maintenance procedures nor partial reconstruction is economically feasible; therefore, total replacement is necessary.

EXISTING ENVIRONMENTAL SETTING Willow Creek Road is a feeder road running northerly from Wallowa into the productive agricultural and timber lands of that area of the County. It provides mail, school bus, farm-to-market and log hauling, and recreational services to the road user.

Whiskey Creek is a small, brush-lined creek meandering out of the foothills and flowing into the Wallowa River a few miles south of the proposed project site. It is subject to seasonal run-offs and occasional flash flooding; however, the existing bridge opening has been adequate and floodwaters from Whiskey Creek have not inundated the bridge or the roadway. The stream bed consists of silty gravels interspersed with large-sized rocks and boulders and has a profile grade of approximately 1 percent at the bridge site.

DISCUSSION OF ENVIRONMENTAL IMPACTS The most significant impact of the proposal will be in the increase of safety and convenience to the road user. A benefit will also accrue to the County in reduced maintenance costs.

The State Executive Department, pursuant to the A-95 review process, approved the project on September 6, 1972, and the Blue Mountain Intergovernment Council approved the proposal by letter dated September 19, 1972.

In the A-95 review process, the Oregon Game Commission suggested that, since Whiskey Creek is a steelhead spawning stream, work in the stream bed should be kept to a minimum and should not be done before July 1, and that turbid waste water should not be returned to the stream. The Department of Environmental Quality advised that the proposed project not cause

excessive turbidity or siltation in Whiskey Creek or the Wallowa River. The State Department of Agriculture suggested that the roadway approach slopes be provided with erosion protective measures.

Temporary and permanent methods of erosion and pollution control methods will be used. Slopes are to be riprapped, and waste and deleterious materials are to be prevented from entering the stream at the construction site. Measures will be taken to assure the turbidity and siltation will not be excessive. In addition, work in the stream bed will be kept to a minimum and will not commence before July 1.

There are no public park and recreation facilities or registered historic sites affected by the proposed projects, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Since the project is designed for the replacement of a structure at its existing site and no additional right-of-way is needed, a public hearing will not be required.

Minor inconveniences affect the traveling public during construction; however, an adequate detour will be provided around the construction site. Barricades, signing, and flagging for the temporary direction and protection of traffic will also be provided.

BASIS FOR NEGATIVE DECLARATION

The proposed project, though not extensive in nature, is an important element in Wallowa County's program of providing a safe transportation system. The benefits of the finished structure will outweigh any temporary inconvenience to the road users; and the detrimental impacts, if any, to the local environment will not be appreciable.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date MAY 11 1973
for Division Engineer

REO:vmt bb

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
H. S. Cox
W. E. Schwartz

8002

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson~~, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
for four Secondary Projects

We are submitting program data for four Secondary Projects, Item Nos. 1117 through 1120, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

Enclosed is one copy of A-95 reviews not previously submitted.

For status of environmental statement requirements of PPM 90-1 see individual Project PP-1 forms.

For public hearing requirements of PPM 20-8 refer to individual Project PP-1 forms.

Enc.

JG:pr

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV 4-61)

5-7-73

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21	65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STAT CODE (2)
	1	Co.Rd. approx. 3 mi. NE of Wallowa		ADT	100*	160	93	10	Oregon	35

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28	62	NATL. FOREST (63)	(65)	FH ROUTE NO. (66)	(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	(73)	PL. AUTH YR (74)	(75)	PROJECT NUMBER PREFIX LETTER(S) 14	23	NUMBER 7	SEQ. NO
	One Bridge													S-		488	(3)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)
	Secondary	Wallowa	063

NAME OF URBAN AREA (17-31)

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
S	487	Co.Rd.	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	OTHER FUNDS	
1													
5					PE		Co.Rd. approx. 3 mi. NE of Wallowa						Const conc. (L 26 move furn
5					ROW								(Cou type road guar & ma
5					CONST (CODE) X080		"Whiskey Creek (Perry Johnson) Br. Sec."	0.005	50,000	31,780	9,110	9,110 (Co.)	ROW-- Acce Park no
								0.005	50,000	31,780	9,110	9,110 (Co.)	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES (16) (23) (24) (33)	REMARKS

*DHV is 22 for this location.

USC

Budget Bureau No 41-R2067. Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-7-73

OJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd. approx. 3 mi. NE of Wallowa	ADT	100*	160	93	10	Oregon	35	022	1120

D WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
								S-	488	(3)	

S Secondary	COUNTY NAME Wallowa	CODE 063	PROGRAM STAGE
	ROUTE NO. S — FEDERAL-AID 487 — STATE Co.Rd. — U.S.		1 OR X 2

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
				ESTIMATED PROJECT COST BY PHASES				
PE		Co.Rd. approx. 3 mi. NE of Wallowa						Const. one prestress. conc. slab span bridge (L 26', HC 30'). Remove ext'g. str. & furnish guardrail. (County to const. low-type surf. approach roadways, install guardrail & provide & maintain detour.) ROW-60' normal: Access control-none: Parking restrictions-none.
ROW								
CONST (CODE) X080		"Whiskey Creek (Perry Johnson) Br. Sec."	0.005	50,000	31,780	9,110	9,110 (Co.)	
Y		PROJECT TOTALS	0.005	50,000	31,780	9,110	9,110 (Co.)	

PPROVAL DATES

REMARKS

*DHV is 22 for this location.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

WHISKEY CREEK (PERRY JOHNSON) BRIDGE SECTION
PROJECT NO. S-488(3)

Existing Facilities: 26-foot long timber structure with a horizontal clearance of 17'6".

Adjacent Sections: 24-foot graveled roadway.

Project Data: The work consists of construction of one prestressed concrete slab span bridge (Br. N. 16107), 26 feet in length with a horizontal clearance of 30 feet. Remove and dispose of the existing structure. Furnish and stockpile at site the necessary guardrail for the approach roadways.

NOTE: County will construct and low-type surface the approach roadway at both ends of the bridge and install guardrail for the approach roadways. County will provide and maintain detour.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

A-95 Review: State Clearinghouse and District 13 Clearinghouse letters of approval dated September 6, 1972 and September 9, 1972, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

County Court of Union County

La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

R. W. SCHAAD, COMMISSIONER
RUSSELL ELMER, COMMISSIONER

September 19, 1972

9-21-72 cc G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase ✓
G. A. Starkey
W. E. Schwartz

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. L. H. Young,
Programing Engineer

Re: Whiskey Creek (Perry Johnson) Bridge
FAS 487, Wallowa County

Dear Sirs:

The Blue Mountain Intergovernmental Council has reviewed subject project and all agree that project is most worthwhile and recommends approval.

Sincerely,

Earle C. Misener, Chairman
Blue Mountain Intergovernmental Council

ECM/jl

RECEIVED
[illegible]

BEN GIFFORD

R. N. CHASE

S-488(3)

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
SEP 8 '72
REFER TO

GLEN ARMS

September 6, 1972

WALLOWA Co.

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Whiskey Creek Bridge
PNRS #7208 2 270

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

September 11, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
W. J. Hart
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
G. A. Starkey
W. W. Schwartz

CP:nm

Enclosures

RECEIVED
SEP 8 1972
PROGRAMMING SECTION

NOTED
L. D. ASBURY

RECEIVED
SEP 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD

S-489(3)

SEP 5 1972
LOCAL GOVERNMENT RELATIONS DIVISION

STATE DEPARTMENT OF AGRICULTURE

AGRICULTURE BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

September 1, 1972

Local Government Relations Division
240 Cottage SE
Salem, Oregon 97310

Gentlemen:

We support the Highway Division Whiskey Creek (Perry Johnson) Bridge PNRS #7208 2 270 project as presented.

This new structure will eliminate a hazardous bridge and provide a safe stream crossing for both log trucks and farm machinery. The economic impact of this project will be more than offset by providing for the orderly movement of traffic on this stretch of road.

Our only suggestion would relate to non-erosion approaches to prevent damage during spring runoff.

This project has no significant environmental impact since the new structure will be an improvement over the present structure.

Sincerely,

Don McKinnis

Don McKinnis, Resource Coordinator
Agricultural Development Division

bal

STATE OF OREGON

INTEROFFICE MEMO

AUG 24 1972

TO: Local Government Relations Div
240 Cottage S.E, Salem 97310

DATE: August 14, 1972

FROM: Note Signature below

File Title: Highway Division
Whiskey Creek (Perry Johnson) Bridge

PNRS # 7208 2 270

SUBJECT: PROGRAM REVIEW

Return Date: August 31, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

( ) We are interested but require more information.

(X) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

Whiskey Creek is a steelhead spawning stream. Work in the stream channel should not be conducted between the dates of April 1 through July 1. This is the period of steelhead spawning and egg incubation.

Work in the stream channel should be kept to a minimum.

Turbid waste water should not be returned to the stream.

Agency Oregon Game Commission By William P. Pimm Chief 8/22

Environmental Management Section

31-129-3019

STATE OF OREGON INTEROFFICE MEMO

TO: Local Government Relations Div
240 Cottage S.E, Salem 97310

DATE: August 14, 1972

FROM: Note Signature below

File Title: Highway Division
Whiskey Creek (Perry Johnson) Bridge

PNRS # 7208 2 270

SUBJECT: PROGRAM REVIEW

Return Date: August 31, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

(xx) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

( ) We are interested but require more information.

( ) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

Construction should be scheduled and conducted so as to not cause excessive turbidities or siltation in Whiskey Creek or the Wallowa River.

8/23/72
81-123-3218

Agency Dept. of Environmental Quality By _____ Director

8C02

April 27, 1973

WALLOWA COUNTY CHIEFTAN

Enterprise, Oregon 97828

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties north of the city of Wallowa, Wallowa County, Oregon, relative to the proposed construction of the Whiskey Creek (Perry Johnson) Bridge Section on Willow Creek Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, May 3, 1973, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Region Engineer in La Grande, phone 963-3177.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By: R. M. Graham
Assistant Secretary

RHP:ljt
Att: Notice
cc: Federal Highway Administration
Office Engineering
Planning
Finance: 532-1475-980
County and City
Public Affairs
W. E. Schwartz, Region 5
Wallowa County Court

George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
F. L. Hall
W. J. Hart
J. B. Boyd
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, in cooperation with the Wallowa County Court, having studied the engineering, environmental, and socio-economic effects, is considering location-design approval of the Whiskey Creek (Perry Johnson) Bridge Section on Willow Creek Road.

The proposal consists of constructing a reinforced concrete bridge over Whiskey Creek 25 feet long with a 32-foot clear roadway width on the existing grade and alignment.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

RHP:ljt
4/27/73

WALLOWA COUNTY CHIEFTAN, Enterprise

8CC-ox

MEMO TO FILES
April 25, 1973

Re: Whiskey Creek(Perry Johnson) Bridge
Willow Creek Road, FAS 487
Wallowa County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct a new bridge within the existing right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider bridge and the attendant approaches.

3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, an adequate detour will be provided. The existing facility, when improved, will retain its function as a two-lane, two-way road.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
F. L. Hall
W. J. Hart
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
STATE HWY ENGR
APR 25 '73
REFER TO
FOR

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1973

SUBJECT: Whiskey Creek
Willow Creek Road, FAS 487
Wallowa County

To:

MEMO TO FILES

The existing Whiskey Creek (Perry Johnson) Bridge, located 3.81 miles north of Wallowa, is a 24-foot-long wooden structure on vertical abutments. The bridge is located on a 3.3 percent grade on broken vertical alignment. Structural consideration is the reason for reconstruction of the bridge.

Information obtained from Verne Russel, County Roadmaster, indicates that the existing opening has been adequate and that flood waters have not inundated the roadway. Mr. Russel also indicated that there has not been a severe debris problem; however, he did state that during flash floods there has been debris carried by the stream. Mrs. Viola Johnson, a resident of the immediate area for 20 years, also stated that the existing bridge opening has been adequate and that flood waters from Whiskey Creek have not inundated the roadway.

A 25-year peak discharge of 1140 cfs was estimated from regional analysis of stream flow data for the 40.1 square mile drainage basin. A total waterway area of 128 square feet with a flow depth of 6 feet is required to convey the design discharge. It is recommended that a 24-foot bottom width channel with vertical sides and adequate drift clearance (about 2 feet) be provided.

Structures on vertical abutments with wingwalls are best adapted to the flash flood conditions encountered in the eastern part of the state.

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

By Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

RLB:jp
cc: E.S. Hunter
V.D. Wolfe
W.J. Hart
Don Byard
R.H. Prange
W.E. Schwartz

RECEIVED
MAR 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY E...

SP*32479-734

HYDRAULIC DATA

	Design Flood	Max, Flood yr ( )
Discharge–c.f.s.	1140 cfs	
Frequency-yrs	25 yr	
H.W. Elevation Natural Channel	80.3 (assumed)	
H.W. Elevation Channel Change		
Velocity – f.p.s.	8.9 fps	

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

Whiskey Creek, Perry Johnson, Bridge

COMPILED BY	DATE
Baker	March 14, 1973

RECEIVED
SEP 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SEP 8 '72
REFER TO

STATE OF OREGON 1859

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

September 6, 1972

WALLOWA Co.

NOTED
E. S. HUNTER

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Whiskey Creek Bridge
PNRS #7208 2 270

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

September 11, 1972
cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
W. J. Hart
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
G. A. Starkey
W. W. Schwartz

CP:nm

Enclosures

RECEIVED
SEP 8 1972
PROGRAMING SECTION

RECEIVED
SEP 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

NOTED
R. D. ASBURRY

BEN GIFFORD

TO: Local Government Relations Div
240 Cottage S.E, Salem 97310

DATE: August 14, 1972

FROM: Note Signature below

File Title: Highway Division
Whiskey Creek (Perry Johnson) Bridge

PNRS # 7208 2 270

SUBJECT: PROGRAM REVIEW

Return Date: August 31, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

( ) We are interested but require more information.

(X) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

Whiskey Creek is a steelhead spawning stream. Work in the stream channel should not be conducted between the dates of April 1 through July 1. This is the period of steelhead spawning and egg incubation.

Work in the stream channel should be kept to a minimum.

Turbid waste water should not be returned to the stream.

81-125-2019

Agency Oregon Game Commission By William F. Pirtle Chief 8/22
Environmental Management Section

TO: Local Government Relations Div
240 Cottage S.E, Salem 97310

DATE: August 14, 1972

FROM: Note Signature below.

File Title: Highway Division
Whiskey Creek (Perry Johnson) Bridge

SUBJECT: PNRS # 7208 2 270
PROGRAM REVIEW

Return Date: August 31, 1972

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

(xx) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

( ) We are interested but require more information.

( ) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

Construction should be scheduled and conducted so as to not cause excessive turbidities or siltation in Whiskey Creek or the Wallowa River.

8/23/72

Agency Dept. of Environmental Quality By _____ Director

RECEIVED
FOR FILING
8002

August 9, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St., S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 13	Whiskey Creek (Perry Johnson) Bridge
Federal Aid Secondary	FAS 487, Wallowa County

The estimated date of filing for federal-aid funds on this project is September 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 — 12] APPLICANT: State Highway Division [45] | 46] DIVISION: Dept. of Transportation [79]

03 — 12] APPLICANT ADDRESS STREET: State Highway Building [45] | 46] CITY: Salem [60] | 76] ZIP: 97310 [80]

04 — 12] CONTACT PERSON: L. H. Young [45] | 46] AREA CODE [48]: 503 | 49] PHONE [55]: 378 | 56] EXTENSION [59]: 6563

01 — 12] PROJECT TITLE: Whiskey Creek (Perry Johnson) Bridge [71] | PROJECT LOCATION COUNTY: District 13 [79]

11 — 12] PROJECT LOCATION CITY: FAS 487 [45] | 46] PROJECT LOCATION: Wallowa [71]

05 — 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): Conduct preliminary engineering, acquire right-of-way to construct a reinforced [71]

06 — 12] concrete bridge 37 feet wide without sidewalks. If additional R/W is required, [71]

07 — 12] a hearing will be offered. A negative declaration will be prepared. No public [71]

08 — 12] recreation (4F) lands involved. This is a Wallowa County project. [71]

09 — 12] [71]

10 — 12] [71]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
18,000		6,000	6,000		30,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71]

14 — 12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways

15 — 12] FEDERAL AGENCY NAME: Department of Transportation [45] | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
☒ 35	☐ 36

(E) ENVIRONMENTAL IMPACT

Yes	No
☐ 37	☒ 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
☐ 39	☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: Sept. | 43] DAY [44]: 15 | 45] YEAR [46]: 1972

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 9, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway & Wallowa County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 58
(c) State Senatorial District(s) Number(s) 29

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

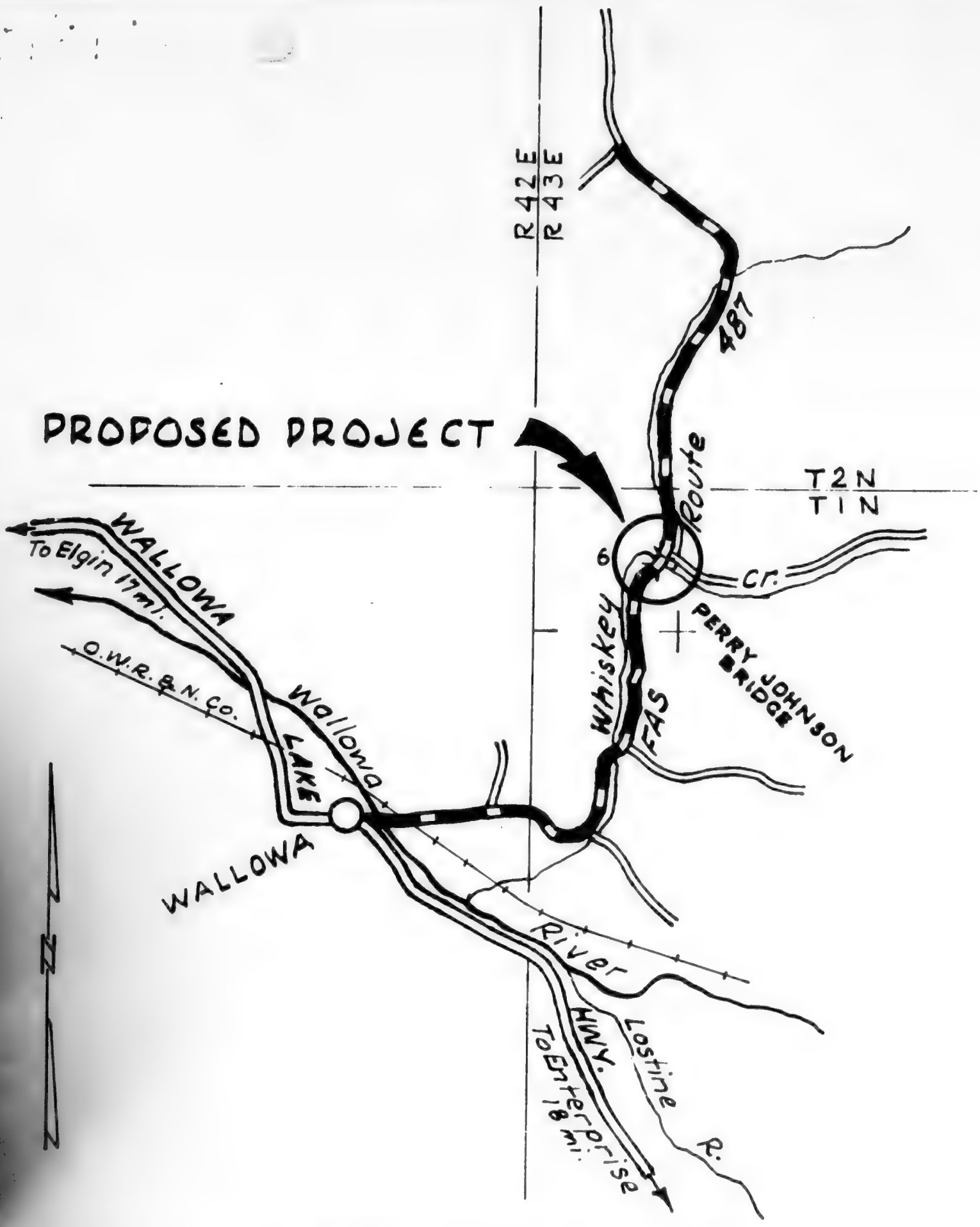
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



WISKEY CR. (PERRY JOHNSON) BRIDGE

WILLOW CREEK ROAD

Wallowa County

August 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Federal Aid Secondary Projects

The attached tabulations describe five Federal Aid Secondary projects, one each in Coos, Lake, Linn, Union, and Wallowa Counties.

The request by Coos County is for the preliminary engineering and plans for the Landrith Bridge over the South Coos River on FAS 255. The estimated cost of the engineering is approximately $50,000, of which $10,000 will be the cost to the State.

Lake County's request is for a grading project on the New Idaho School Loop Section on FAS 19-106 and 107. The estimated cost of this project is approximately $311,000, of which $62,200 will be the cost to the State.

Linn County is requesting a paving project on the Hamilton Creek School-Berlin Section on FAS 214. The estimated cost of this project is approximately $110,000, of which $22,000 will be the cost to the State.

Union County is requesting a bridge project over the Grande Ronde River on Hull Lane, FAS 31-112. The estimated cost of this project is approximately $150,000, of which $30,000 will be the cost to the State.

The request by Wallowa County is for a bridge over Whiskey Creek on FAS 487. The estimated cost of this project is approximately $30,000, of which $6,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total estimated cost is approximately $651,000, of which $130,200 will be the cost to the State.

This matter will be on the agenda for the August 8 meeting, and I recommend your approval.

Attachments

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
Vern Skoog
L. H. Young
H. S. Cox
J. B. Boyd
J. F. Putnam
W. E. Schwartz
J. H. Versteeg
Gary Ross
Gary Sund

HR:ljt ja

8003 Garden Valley Rd-Fairgrounds 1974
Int. Sec., Pac. Hwy.
(Grade,pave,struct.,sign,ill.) #10

C.A 4527 3-28-72

203

October 7, 1981

Mr. Lewis L. Oriard
% Lewis L. Oriard Inc.
3502 Sagamore Drive
Huntington Beach, CA 92649

COM 5
#8003

MISC. CONTRACTS and
AGREEMENTS No. 7597

Dear Mr. Oriard:

Attached is Check No. 11651 in the amount of $516.79 and two copies of an Addendum to a contract for services as an expert witness and adviser for the Department in litigation relating to Contract No. 8003.

Ret.

Please sign and return one copy of this Addendum to 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Bill Nessly
Dick Hacek

10/19/81
cc of agree.
to Bill Nessly & W. Richards
from

OREGON STATE HIGHWAY DIVISION

9-29, 19 81

REQUEST FOR WARRANT

Payable To: Lewis L. Oriard Inc
3502 Sagamore Drive
Huntington Beach CA 92649

Project No.: I-5-3(95) 124
Hwy. Agr. No.:
Contract No.: 8003

Project: Professional Services - Spencer Case

Estimate No.: 2-Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount To Date	Previous Amount	Present Amount
810512	02-A dated 5/12/81	5516.79	5000.00	516.79
Totals		5516.79	5000.00	516.79
Retained 0 %				
Total Payments				

PREFIX	FUNCTION	SUB. FUNC	OBJECT	P/N GROUP	AMOUNT		DR (CR)
610-1044	284	33	50	17	516	79	Dr

Prepared by: T. L. Langley
005-00
Crew #

Approved by: W. E. Oberg

Form 81-734-1359 (9-78)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 22, 1981

FROM: Bill Nessly, Assistant
Attorney General

SUBJECT: Addendum to Lewis L. Oriard, Inc.
Expert Services Contract - Mt. Nebo Case

Please find enclosed approved copies of a final addendum to memorialize an overrun situation which arose as a result of our trial attorneys' extra use of Mr. Oriard's services on the S. D. Spencer & Sons litigation earlier this year. Although this is an irregular contracting procedure, the Construction Section assures me that the extra work was requested in behalf of the Division, and was duly performed and substantiated by Mr. Oriard. Therefore, the addendum simply memorializes a debt due and owing to Oriard, Inc., which is fully enforceable under several legal theories, including oral and implied contract, and estoppel.

I request that you execute the addendum forms, forward them to accounting, and have accounting make final payment immediately in accordance with the contractor's itemized billing.

BN:ss

Enclosure

cc: Dick Hacek
W. Richards

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8003

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Right of Way Project I-5-3(77)126
Oregon Construction Project I-5-3(95)124
Garden Valley Road - Fairgrounds Interchange Section
Pacific Highway
(Mr. Dixon's ltr, 9-8-81, ROW 12)

Date: October 5, 1981

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

In accordance with Property Supervisor Dixon's letter, we approve the change in location of the control of access line, as shown on sheet 5A of the construction plans and the accompanying tracing.

Our approval is made with the understanding that this access line location change does not compromise the present degree of access control.

John A Wickham
for Dale E. Wilken

Attachment
Approved Dwg: 11V-220, Sheet 5A

cc w/o att:
OSHD (J B Boyd, R/W)
OSHD (J Dixon, R/W)

RECEIVED
STATE HWY ENGR
OCT 6'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy: State (H S Coulter)

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	15	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7-10-81	W. N. Bryant, Area Engineer		I-5-3(95)124
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9-22-77	7-30-80	102 %	800 C. D.
APPROVED EXTENSIONS	**LOCATION**		
237 C. D.	Garden Valley Road to Fairgrounds Road Interchange on I-5 (Pacific Highway) near Roseburg		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GARDEN VALLEY RD - FAIRGROUNDS INTERCHANGE SECTION
PACIFIC HIGHWAY
GRADING, PAVING, STRUCTURES, SIGNING & ILLUMINATION

This project provided for the construction of roadbed grading, plant-mix aggregate base, cement treated base, asphalt concrete pavement, five structures, highway signs and sign supports, illumination, and traffic signals. A contract in the amount of $11,222,770.50 was awarded S. D. Spencer & Son, Vancouver, Washington on 4-23-74. All work was completed in reasonalby close conformance with the contract specifications, including approved changes, on 9-22-77 at a final cost of $16,768,962 which includes $12,554,217.86 for original bid items, $1,632,340.78 for approved price agreement work, $55,068.64 adjustments, $236,348.09 for Force Order Work, $184,300.51 for State Force Order Work, $1,200,000.00 claim settlement, and $1,385,424.42 for engineering.

A total of 1062 calendar days were used as compared to the 800 C. D. specified. A 158 C. D. time extension was approved on 6-02-76 and another 79 C. D. extension was approved on 4-19-77, leaving 25 calendar days for which liquidated damages was assessed. Liquidated damages in the amount of $11,097.00 was also assessed for non-specification asphaltic concrete. All other materials incorporated into the work were within specification requirements.

RECEIVED
STATE HWY ENGR
JUL 16 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer	W. N. Bryant	SIGNATURE G. K. Hossner Field Operations Engineer	G. K. Hossner
TITLE Area Engineer	DATE 7-14-81	TITLE Field Operations Engineer	DATE 7-14-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

I-5-3(95)124

A contractors claim in the amount of $2,100,000.00 was settled out of court for a lump sum amount of $1,200,000.00. The contractors claim alleged that the State failed to include waste disposal sites in its Environmental Impact Statement which resulted in a substantial change in character of the work and added substantial quantities of material, mostly rock, to the concrete.

A statement of overruns and underruns attached to the Division Office copy of this report adequately explains all changes in original bid items and approved changes.

8003

L.

DATE: June 18, 1981

COM

TO: OREGON TRANSPORTATION COMMISSION

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Garden Valley Road - Fairgrounds Interchange
Contract No. 8003

The amount of funds authorized to be spent on this project will be exceeded by an estimated $1,369,560 or 8.9 percent. The primary cause of the overrun is the out-of-court settlement of a lawsuit filed by the contractor and the costs incurred in preparing the State's defense of that lawsuit.

The cost of preparing the State's case and negotiating an equitable settlement was approximately $150,000. The settlement was for the lump sum amount of $1,200,000. Approval to settle the lawsuit for that amount was received from Chairman Yturri on April 13, 1981.

A memorandum prepared by the State's attorney in support of the settlement is attached for your information.

It is recommended that the authorization for this project be increased by $1,369,560 to a new total of $16,756,948. This matter will be on the consent calendar for the July meeting.

WR:nk md

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirely, Jr.
George Bell

MEMORANDUM
IN SUPPORT OF SETTLEMENT

S. D. Spencer and Son, Inc., v. State of Oregon (DOT), Marion Case No. 115361 (L-7778); Contract No. 8003 - FAP No. I-5-3(95)124

INTRODUCTION:

On April 22, 1974, a Highway Division contract was awarded to S. D. Spencer & Son (S. D. Spencer) to widen and improve the Garden Valley Road-Fairground Interchange section of the freeway through Roseburg (Federal Aid Project No. I-5-3(95)124). Under the contract, commonly called the Mt. Nebo job, certain structures were to be constructed and the freeway was to be widened. Approximately 1,000,000 yards of material was to be excavated and removed from Mt. Nebo. Approximately 700,000 yards of that material was surplus to be disposed of by the contractor.

S. D. Spencer obtained an option to purchase the Swann property, located north of the South Umpqua River. The adjacent Memorial Cemetary agreed that certain fill could be placed on portions of that property. The city also agreed that fill could be placed on the adjacent Gaddis Park under certain conditions. The term Gaddis Park disposal area refers to all three parcels. By July, 1974, the contractor had obtained most of the necessary permits to use the disposal site. However, a fill permit had not yet been obtained from the Oregon Division of State Lands. At that time, it appeared that issuance of the fill permit would be routine.

The Environmental Impact Statement (EIS) for the project prepared by the State did not consider the impact of the waste disposal. The waste became the property of the contractor who was obligated to dispose of the material. The EIS was approved by the Federal Highway Administration (FHWA). During the early stages of the contract, a class action was filed in Federal Court to enjoin the use of the Gaddis site and the haul road route. On July 26, 1974, Judge Burns granted a preliminary injunction pending litigation of the matter.

Thereafter, the material was ultimately disposed of at the Douglas County Fairgrounds which was located South of Mt. Nebo, about one mile further from Mt. Nebo, then the Gaddis Park site.

During the excavation, changes were made by the State in that the benches were widened to obtain more stable slopes and in some instances to also provide more working room for the contractor. The quantities to be disposed of were increased about 368,000 yards. The added quantities were largely rock excavation. The ratio of rock to common excavation was affected.

S. D. Spencer, during the Federal Court proceeding and subsequently, was represented by Kobin and Meyer, a very experienced Portland law firm specializing in public contract law and litigation. Daniel J. Seifer is a particularly capable attorney with that firm. He represented S. D. Spencer beginning early in the job through this litigation.

This case was filed October 25, 1979. Plaintiff in its third amended complaint seeks $2,100,000 damages alleging that the State breached its contract by its failure to include the waste disposal sites in its Environmental Impact Statement for the Fairgrounds Road-Garden Valley Interchange section of the I-5 Freeway. In an alternative cause of action, plaintiff alleges that the State substantially changed the character of the work at Mt. Nebo by adding substantial quantities of material, mostly rock, to the contract. Trial commenced on Monday, April 6, 1981, and continued through Friday, April 10, 1981. The trial was to reconvene on Monday, April 13, 1981. At that time, the parties settled the case for the lump sum of $1,200,000. That settlement was justified and in the best interest of the state and federal government. An engineering evaluation by Oregon Highway Division personnel is attached hereto as Exhibit 1.

It is always difficult to evaluate what a jury will do with given facts. On the other hand, with trial experience one can sense jury reactions. It was apparent after a week of trial that the State was in serious trouble in this case. We will discuss some of the issues in detail and thereafter set out our conclusions from those observations of the facts.

LIABILITY:

The first question in any breach of contract action is whether one of the contracting parties is liable to the other for damages. In this case the liability of the State was admitted.

After the federal court injunction issued the state, FHWA and the contractor all agonized over the problems. A decision was made to continue the job, if possible, and to work with the contractor to solve the job problems. The lack of a waste area was critical to the completion of the job.

On November 29, 1974, John Leahy, Chief Trial Counsel, Department of Justice, to memorialize a meeting that involved all parties (contractor, FHWA and DOT) connected with the Mt. Nebo project, wrote to the contractor's attorney and included the following:

> "Oregon State Highway Division acknowledges that they are liable for increased costs resulting from the use of that site (Douglas County Fairgrounds) as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. James F. Zotter, FHWA Regional Counsel, has agreed that your client is entitled to those extra costs."

See also the April 10, 1975, letter from Mr. Leahy to Mr. Coulter, more formally advising him of the basis of the State's liability, a copy of the April 10, 1975 memo is attached hereto as Exhibit 2. (Note: At the meeting, Mr. Fred Klaboe on behalf of DOT and Mr. James F. Zotter on behalf of FHWA acknowledge responsibility for those increased costs.)

Thus, the contractor had the advantage of informing the jury of the State's admission of liability. Moreover, the State would have been liable under ORS 379.326 for damages caused by third-party litigation in any event. That statute provides for the payment of damages to the contractor caused by such litigation.

At the trial the plaintiff made full use of the State's admission of liability by using Mr. Fred Klaboe, Director of the Department of Transportation, as its first witness. Mr. Klaboe admitted the State's liability as he had done during his deposition and during the above discussed November, 1974 meeting with the contractor.

Once the contractor established liability, he went to work showing how and why his costs increased as a result of his inability to use the selected waste site.

JURY TRIAL:

The jury selected for this trial was composed of nine women and three men of varying background and experiences. A more balanced jury would have been more desirable from our standpoint. The jury appeared attentive but probably lacked sufficient expertise to fully understand the testimony. In any event, the facts of the case would be assessed not from a lawyer's or an engineer's point of view, but the more typical "man in the street" point of view.

PRICE AGREEMENT 30:

During the course of the construction project, the State and the contractors entered into price agreements related to excavation costs. The scope of those agreements was a vital factor in

this case. After the injunction and the decision to take the waste materials to the Fairgrounds site, the parties negotiated Price Agreement 30. Price Agreement 30 provided for a haul cost differential of 47 cents per cubic yard for the difference in haul cost to the Douglas County Fairgrounds site (DCFG) as compared to the Gaddis Park site. The first question in interpreting Price Agreement 30 is whether or not it was intended to cover all additional costs resulting from the change in waste areas. The answer is that it did not cover all additional costs.

The wording of the price agreement and the statement of the parties involved demonstrate that Price Agreement 30 was limited to "additional haul costs" and was never intended to cover other types of additional excavation costs, if any. The contractor, through Mr. Otis P. Jordan, Project Superintendent, and Mr. George Spencer, owner of S. D. Spencer, testified as to the meaning of Price Agreement 30. They made clear that Price Agreement 30 only compensated the contractor for "additional haul costs." They repeatedly emphasized that additional haul costs did not include "all" increased costs.

More importantly, the contractor was able to demonstrate through the State's own witnesses the limited scope of Price Agreement 30. As an example, Mr. Art Bollinger, a Construction Division Cost Analyst, who made the backup computations to support Price Agreement 30, agrees that the extra costs or delays to the excavation equipment was not considered in arriving at the price agreement. Mr. Alfred Bates, Resident Engineer, in trial preparation discussions with the undersigned agreed. He stated that "Jordan would not have signed the price agreement if general release language had been included."

The State would have presented evidence that Price Agreement 30 included delay to the "hauling vehicles" and an allowance to cover the contractor's costs in obtaining and maintaining the option on the Gaddis Park site. The items included in the backup documents of the parties would be relevant. The court would not have allowed, however, further evidence to vary the terms of the price agreement because only evidence to explain the agreement and the intent of the parties was admissible.

From all the evidence, the conclusion must be drawn that Price Agreement 30 was not an "accord and satisfaction" for all increased costs that the contractor incurred as a result of its inability to use its original waste site.

PRICE AGREEMENT 33 AND 33 SUPP.:

Equally important as Price Agreement 30 were Price Agreement 33 and 33 Supplemental. Those price agreements covered the extra quantities of material (approximately 368,000 yards) resulting when the slopes of the benches were moved back further into the mountain to obtain stable slopes and to provide more working room for the contractor. Price Agreement 33 and 33 Supp. stated that the extra quantities would be paid for at $2.20 per cubic yard, the original unit bid price. (Copies of Price Agreement 33 and 33 Supplemental are attached heeto as Exhibits 3 and 4).

The State vigorously argued that the price agreement covered all of the excavation costs for the extra quantities. Both Mr. Jordan and Mr. Spencer on the other hand testified that the price agreements were signed merely to document the extra quantities so that the contractor could be paid for those quantities at bid prices. Mr. Jordan testified that Mr. Bates agreed that it was to document quantities. The contractor was also paid the 47 cent haul cost differential for the extra yardages taken to the Fairgrounds. Unfortunately, Price Agreement 33 does include the phrase "to document." This language lends some support to the contractor's argument.

Judge Val D. Sloper, Presiding Circuit Judge, who is a very capable and experienced jurist, would not rule as a matter of law that the State's interpretation was correct or that the contractor's interpretation was correct. The Court obviously intended to let the jury determine the "intent of the parties" regarding the scope of the price agreement from all of the evidence.

In Oregon, once the court determines that a contract is ambiguous and decides to submit the interpretation of the contract to a jury, the court may instruct the jury:

> "Where one party prepares a contract such contract is faily susceptible of more than one meaning, the meaning to be attached to such contract should be that applied by the other party who did not draft the specifications." (Or similar instruction regarding construing a contract against the party drafting the contract.)

While the plaintiff would argue that there was only one meaning to Price Agreement 33 and its supplement, i.e., to document the additional quantities and not to establish the unit price for the quantities, nevertheless, based upon the

jury instruction the contractor could argue that even if there was another interpretation that the jury must accept the plaintiff's interpretation since the State drafted the contract.

When the jury instruction is combined with the unrebutted testimony of Jordan and Spencer regarding the agreement (Al Bates who drafted the contract was not available to testify), the conclusion must be drawn that in all likelihood the jury was not going to find that Price Agreement 33, its supplement, or Price Agreement 30 Supplemental established the unit price for the additional excavation.

Even if the jury would accept the state's interpretation of Price Agreement 33 and its supplement, nevertheless, the victory may have been only academic. The contractor's theory was that two events increased his costs: loss of his waste site and the additional excavation. Since plaintiff submitted his costs based upon a total cost theory, the jury would not have been able to determine which event caused the damages. So even if the jury found in our favor on the interpretation of Price Agreement 33 and its supplement, this would not necessarily have reduced the claim for damages proportionally.

TOTAL COST THEORY:

The contractor presented its evidence on a modified total cost theory. Here the contractor presented the total cost of performing two bid items, bid item three, temporary protection and direction of traffic, and bid item sixteen, general excavation. Under the theory, the contractor presented its total costs for performing the work under the two bid items minus the estimated costs of performing the work. The theory then deducts the amount paid by the State under the contract including the appropriate price agreements. The bottom line presented by the testimony was $1,891,826 loss to the contractor.

The total cost theory is very prejudicial to the State. It placed on us the burden of showing errors in the contractor's bid and/or excess costs caused by factors other than the State's breach of contract. Most of the authorities agree that the general rule is that the total cost approach will not be utilized except under unusual circumstances. The court initially decides when the unusual circumstances apply.

As we anticipated, Judge Sloper would not exclude the contractor's testimony under its "total cost theory." - The Court reserved its final ruling until all of the evidence was presented. It was apparent from discussions in chambers that the Court was initially convinced that the contractor was entitled to a substantial amount of damages. Courts are reluctant to preclude a party from presenting its damages theories when liability is admitted.

In our opinion, the Court would not have granted our Motion for a Directed Verdict at the conclusion of the trial. The Court, in instructing the jury, would not have endorsed or entirely excluded the total cost approach to damages. The Court would have instructed the jury that the total cost testimony was only evidence of, but not the measure of, damages. The jury would have been instructed to reach its determination of damages based on all the evidence in the case. The jury would have been properly instructed that the plaintiff had the burden of proving its damages.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

One of the contractor's claims related to temporary protection and direction of traffic (Bid Item 3). Its claim for this particular bid item was $84,000. The claimed damages were computed by determining the amount spent for TP&D ($183,295.25) and deducting the sums paid ($90,000). (There have been some adjustments to eliminate duplication.) After the adjustments, we acknowledge that the total expenditures were made. This was primarily a labor claim so that the costs were much easier to verify in that the payrolls include the appropriate labor rates.

When Bobby Johnson, Assistant Resident Engineer, first reviewed the contractor's claim for this bid item, he found that he could justify an additional $29,700. (August 14, 1979, memo from Johnson to O. B. Jackmond, Contracts Administration Engineer). Mr. Johnson's approach was somewhat arbitrary in that he took the percentage of the overrun in quantities of bid item 16 and applied the percentage to the bid amount for TP&D. During negotiations, we offered to recommend approximately $45,000 to settle the item. We have always recognized this claim as differing in degree if not in kind from the excavation claim. There is no doubt that the increased quantities of waste and the longer haul road (a greater percentage of the DCFG site haul road was adjacent to the freeway travel lanes) increased the contractor's expense for this bid item work.

Plaintiff's evidence was reasonably clear cut. For practical purpose we had little defense against this claim. The Spencer prebid documents contained very little information on bid item 3. As noted above, $10,000 was eliminated after we discovered some duplication with the flagging bid item. We cannot demonstrate that the balance of the prebid estimate was correct or incorrect. Moreover, we cannot demonstrate that the labor expended was not reasonable. Mr. Jackmond's letter rejecting Spencer's general excavation claim was in evidence. The letter offered 29,700 for extra work performed under this bid item. We anticipated that the jury would have awarded most, if not all, of the $84,000 claimed. In fact, plaintiff's strong position on this claim would have hurt us on the major excavation claim.

DELAY TO THE JOB:

One of the contractor's strongest arguments related to delay. At the very outset of the trial the contractor began laying the groundwork for his theory that to a contractor "time is money." On voir dire some of the prospective jurors were asked whether they had ever heard the expression "time is money." During the contractor's direct case he continued the theory and both Mr. Jordan and Mr. Spencer testified as to the impact of delay on the job. The contractor's theory being that if the state delayed the job the delay cost him money.

While the extent of the delay may be subject to debate--there is an inescapable conclusion that the job was delayed.

There is no doubt but that the Mt. Nebo construction was a very difficult rock excavation job. Mr. Jordan and Mr. Spencer so testified. The State's witnesses would have agreed. As previously noted, on July 26, 1974 the Federal District Court enjoined the use of the Gaddis Park disposal site and the haul road to that site, pending the filing of a supplemental environmental impact statement. At that time only the mandatory waste sites and the necessary fills for the highway widening were available for the deposit of material. There were no other approved disposal site available for the wasting of the bulk of the material.

Contract 8003 included the Douglas County Fairgrounds as a mandatory site for the disposal of 99,000 cubic yards of waste material. Gradually, the State permitted the contractor to place additional quantities at the fairgrounds but only on a piece meal basis. In November, 1974, Federal Judge Burns okayed an additional 150,000 yards for disposal at the fairgrounds. Judge Burns indicated that he was going along with the added yardage

only in the absence of objections from affected property owners. In January, 1975, an additional 120,000 was authorized for the fairgrounds. Finally, in early February, 1975, final clearance to the use of the fairgrounds was given. The fairgrounds disposal site would have handled almost all, if not all, of the original quantity of waste material. However, the fairgrounds could not handle the increased quantity of waste material occasioned by the changing of the slopes. A permit was approved, allowing the contractor to crush material at the fairgrounds. Until the completion of the State's supplemental EIS in April, 1975, there was concern and a danger that other property owners might sue to enjoin the use of the fairgrounds waste area because the added quantities exceeding the original 99,000 yards were not covered in the original EIS.

Thus, the injunction was followed by approximately eight months of uncertainty as to when and how the excavation would be affected and when and to where the large quantity would be wasted. Both Mr. Jordan and Mr. Spencer testified to the problems and delay caused by the injunction. Initially they had planned to complete the project by December, 1974. As a result of the injunctions, however, they were required to abandon their initial "game plan" and change their entire sequence of operation. (Discussion within related to pushing over and hauling off the benches.) As a result of the delay and uncertainty the excavation was completed some one and a half years after scheduled.

The contractor had substantial support for his theory. Mr. Bates, the resident engineer, during deposition, testified that based upon his thirty years experience (and what the contractor had told him), the contractor would have completed the job within the first year.

The delay problem was further compounded in that the state required the contractor to excavate an additional 40% of rock and common material. There is little question that the additional quantities required additional time to excavate. The contractor convincably described for the jury how the additional quantities compounded the delay problem. The contractor contended that the quantities were added at the very portion of the mountain that was most impacted by the contractor's inability to use his selected waste site. As will be discussed within, the contractor's initial plan was to haul the material off the benches. When he could no longer haul off the benches he claimed that he had to push the material off the benches.

This process was much more time consuming then hauling off the benches. When the additional quantities were added in the very sections that required the pushing over the delay caused by the change in waste sites was compounded.

We were prepared to offer testimony with 20-20 hindsight that, as of late July and August of 1974, there were still obstacles to the use of the Gaddis Park waste site. The principal obstacle was obtaining the approval of the North Roseburg Sanitary District of S. D. Spencer's plan to protect the sewer lines that extended through the Gaddis Park waste site. Such approval was necessary before a fill permit would be issued by the Division of State Lands. S. D. Spencer planned to extend its haul road across the Umpqua River on a low level crossing by filling in the river and using railroad flatcars as a bridge to provide for stream flow. Under the contract, such obstacles had to be removed from the river between October 15 and June 15 each year. We concluded that very little material could have been hauled to the Gaddis Park site prior to the October 15, 1974 shut down of the low level crossing.

We further contended that the Mt. Nebo detour and the planned log barrier had to be completed to protect the travel lanes of the freeway from the rock excavation activities before the excavation could begin on the main Nebo cut. Since the detour had not been completed and the log barrier was not in place until late 1974, we argued that the delay was caused in whole or in substantial part by the contractor's own initiative. Unfortunately, our 20-20 hindsight conflicts to a substantial degree with our contemporary statements and with the admissions made by Mr. Al Bates, Resident Engineer, during his deposition.

When all is said and done and free from the "black and white" of courtroom rhetoric, there is no doubt but that the job was seriously impacted by the injunction and change in waste sites. The only question for the jury was to what extent the delay impacted the job. (Exhibit 1, the engineering evaluation, discusses the impact of delay on the contractor's cost.)

DEPOSITION OF RESIDENT ENGINEER:

The attorney for the contractor took four days of deposition, in two sessions, from Mr. Al Bates. Mr. Bates made a number of very damaging admissions concerning the conduct of the work at Mt. Nebo. Mr. Bates is very direct and very honest. When asked to express opinions that he had had in 1974 he did so.

In most instances, he did not qualify his answers with his "1980 opinions" formed after a review of all of the facts. Ordinarily the defense does not question its own people on deposition. We did not do so because we did not anticipate his health problems.

Last November, Mr. Bates had a very severe heart attack. His doctor advised us that Mr. Bates could not be subjected to the witness stand. Moreover, the doctor would not permit Mr. Bates to give added depositions so that we could "clear up and modify" the more damaging admissions. Thus, the state was deprived of its spokesman and best eye witness to the day to day events on the job.

All of Mr. Bates' deposition was read into the record for the benefit of the jury. Mr. Seifer read the questions and utilized the court reporter who had taken the deposition to read Mr. Bates' answers. The technique was effective. A full day was required. One or two of the more astute jurors visibly reacted to some of Mr. Bates' more damaging admissions. Examples of those admissions are:

(1) While Bates believed that Spencer thought he had the necessary permits from local jurisdictions for the hauling to Gaddis Park, nevertheless Bates told Spencer that as a result of the public controversy over the project the State would not approve a haul route or disposal site without a specific written presentation or proposal by the contrctor. (Depo. 203-04.) Bates further admitted that there was nothing in the contract which required the contractor to put the proposal for the haul route or waste site in writing. Mr. Jordan in his testimony recited this requirement as evidence that the State was dragging its feet because of the controversy and would not approve the site even before the court injunction on July 26, 1974. In fact, the state was dragging its feet. On the other hand, the actions of the contractor were probably self serving rather than job related. The origin of this claim goes way back.

(2) As of mid-July 1974 Bates felt based primarily on information furnished to him by Jordan that if the project would begin at that point in time the excavation of the material could be substantially completed by December 1974. (Depo. 233.) The heart of the contractor's case was the claim that he was delayed in his operations. Jordan testified that to a contractor time is money and any time there is delay there are additional costs to the contractor.

Mr. Bates' deposition answers demonstrated that prior to the filing of the contractor's claim, the State, or at least Mr. Bates, thought that the contract excavation and waste disposal could be completed during the 1974 construction season. The plaintiff's conclusion was that it was substantially delayed because of the preliminary injunction requiring the contractor to go to some other waste site. As noted above, there was an admitted period of eight months of uncertainty before the substitute waste area was fully available.

While the comments of Bates could be explained in that he was relying upon representations made by Jordan (that he could meet a production rate of 10,000 - 13,000 cubic yards a day), nevertheless, the statement was damaging to us. Mr. Bates went on to admit that his opinion about the completion date was based in part upon his 40 years of experience (Depo. 233.)

One of the cornerstones of our defense was the proposition that the waste material could not have been excavated and hauled to Gaddis Park the first year, even if there had been no injunction. Unfortunately, the drainage problems at Gaddis Park, and the problems with protecting the sewer lines of the North Roseburg Sanitary District did not fully develop until after the injunction. There was a real danger that our evidence could be perceived by the jury as contrived or after the fact "sour grapes."

(3) On July 12, 1974, Jordan supplied Bates with a letter including the requested route documentation necessary for the beginning of wasting the material. The problem was that Bates was not aware of the state's decision that the approval of Spencer's haul route and disposal proposal would be held up until the supplemental environmental impact statement was circulated and commented upon. The State could not risk the ire of Judge Burns by approving the disposal site and haul route in spite of the lawsuit. Once again, it appeared that the State was causing delay to the contractor.

(4) Mr. Bates in his deposition testified that after the federal injunction he was told to keep records to ascertain if the contractor was losing money. The review of Bates' records show very little regarding problems that the contractor was having. Inspector Lewis D. Bradley, now deceased, at Mr. Bates' direction, kept a list of idle equipment labeled as being caused by the changed in disposal sites. We had little defense against liability for the cost of the idle equipment except for showing that some of the equipment was being maintained at the time it was listed as idle.

(5) Bates admits in his deposition that the extra quantities of excavation was substantially rock and that the percentage of rock to common changed. He also recognized that it was more expensive per cubic yard to excavate rock than common. This was a major issue at trial in that the contractor argued that there was a material change in the nature of the job by the increase in quantities. Our basic answer was that the "working room" advantages offset the greater proportion of rock. Our position was primarily opinion which we could not document for practical purposes.

The overall impact of the deposition was that Mr. Bates found little wrong with the way the contractor had performed the job and agreed that had the contractor not been prevented from using his waste site the job would have been completed without delay. The deposition was thus extremely prejudicial to the state's defense.

HAULING OFF THE BENCHES TO THE NORTH:

A major premise of the contractor's case is that the contractor if he had been allowed to haul to Gaddis Park could have removed the material from the benches with haul vehicles. The contractor also contended that a berm could have been maintained at the outer edge of the excavation on the benches. Plaintiff argued that the berm would have minimized the material going over the side during the load-and-haul operation. Going north the contractor would have had only periodic cleanup in the fallout area at the base of the main cut.

Mr. Jordan and Mr. Spencer both testified that they could not in the after situation haul through the fallout area under the benches during excavation, loading and hauling operations. There is a ring of logic and truth in that argument. It doesn't sound very safe to travel under an excavation operation under the conditions at Mt. Nebo. Unfortunately some of the admissions of Mr. Bates supported the contractor's premises. Mr. Bates admitted that the only logical way to work the Mt. Nebo cut was from the north to the south, and that the Gaddis Park disposal area was the most logical one to be used for the Mt. Nebo operation.

Mr. Bollinger, who was a cost analyst during the Mt. Nebo job, made a study of the feasibility of hauling material from the benches. A haul road was projected based on a 15 percent grade, as being the maximum feasible grade for the off-highway haul vehicles. The haul road at that grade could reach the elevation

of Bench 3. Mr. Bollinger's conclusions were that approximately ten percent of the material would go over the side during drilling and shooting operations. He further concluded that after the widening of the benches the bulk of the material from Benches 1, 2 and 3 could have been hauled from the benches. He further concluded that in the lower benches, a substantial portion of the material could be excavated using a "two-loader" operation. This would have increased the rate of excavation but would not necessarily lower the unit cost of the excavation. However, the "two spread" operation would have accelerated the completion of the work.

Mr. Louis Oriad, one of the State's explosive experts with a worldwide reputation, who would have testified, was of the opinion that a contractor could maintain a berm along a substantial portion of the widened benches, if the contractor was willing to spend the money. The cost of maintaining such a berm would add substantially to the cost of excavating and removing the material from Mt. Nebo. Nevertheless, Mr. Oriad's opinion supports the concept that a berm could have been maintained along the outer edge of a substantial portion of the benches. The contractor never tested his hauling to the north theories. It is more difficult to disprove expectations than facts.

COST OF SHOVING OVER:

As referred to above, a cornerstone of plaintiff's case was that it was forced into changing from hauling off the benches to shoving the material over the side and loading and hauling from the relatively narrow fallout area. From the detailed testimony by Mr. Jordan it was obvious to the listener, including the jury, that the operation to the south as conducted by the contractor was not an efficient one. The contract provided that the traffic on the freeway could be held up only 20 minutes at a time by the contractor's operation. For times exceeding 20 minutes the contractor was required to pay liquidated damages at $1,000 per lane hour.

Shoving over was a daytime operation. Most of the shots were fired in late afternoon. The following morning the contractor would begin the shoving off operation. The cats would shove off as fast as they could for 15 minutes or so, then the highway was cleared of any loose rock and traffic was allowed to proceed. During busy times, it often took 30 minutes or more to clear traffic. Then the contractor would repeat the operation for 15 or 20 minutes more. This operation continued from about six o'clock in the morning until noon, or sometimes 2:00 or 2:30 in the afternoon.

At this point the shoving off operations would cease and a loading and hauling operation begin on a special shift. The contractor was not able to double-shift either the shoving off operation or the loading and hauling operation in the traditional sense. Although the shoving off and the loading and hauling hours were staggered, the equipment basically worked a single shift. Having heard the testimony of Mr. Jordan and Mr. Spencer and having heard the reading of Mr. Bates' deposition, there was little doubt that, if the jury found that Spencer's hauling to the north plan was feasible and that the State was responsible for the change to the "shoving-off operation", the jury would award substantial damages in favor of the Spencer company. We believe that plaintiff during the first week of trial sold the jury on this theory and we faced an uphill battle in changing their minds.

DRILLING AND SHOOTING:

The drilling and shooting accounted for a substantial portion of the cost of the rock excavation. The contractor's testimony and the contractor's records show that S. D. Spencer spent approximately $500,000 more than the amount estimated for drilling and shooting. The contractor's testimony is that it was feasible to drill and shoot the bulk of the material on an 8x8 pattern, and that the outer face would be shot lightly so that the berm could be maintained. The contractor's testimony was that the shift of the waste area to the south and the necessity that the contractor push the material over the side drastically changed the drilling and shooting operation. Mr. Jordan testified that a much more controlled shooting program was necessary, that the drill pattern had to be reduced to 6x6 or smaller pattern. (A 6x6 pattern requires almost twice the lineal feet of drill holes than does an 8x8 pattern.)

Mr. Jordan also testified that it was necessary to more carefully control the size of the material being produced to avoid damage to the log barrier between the fallout area and the traveled lanes of the highway. He also testified that it was necessary to control the shooting to reduce the "projections and loose rock" along the outer face of the benches.

Our drilling and shooting experts were Mr. Alfred Teller and Mr. Louis Oriad, who each had more than 20-25 years experience, including involvement with rock excavation problems. They were prepared to testify that the contractor had substantially underestimated the cost of drilling and shooting, that it would be very expensive to maintain a berm if the contractor

desired to do that and that there was no correlation between the pattern of shooting and going north or south. In their opinion the drilling and shooting objectives remained the same. Those objectives were to maintain as much of the material as possible on the benches and to fracture the material so that it could be loaded with the 988 loader being used and hauled by the 769 cat, off highway vehicles.

Mr. Teller in particular was of the opinion that the contractor had grossly mishandled the drilling and shooting operations. He felt that the results obtained as evidenced by the contractor's blasting records and by the photographs of the shots, demonstrated a lack of experience in whoever directed the drilling and shooting operation. Mr. Teller believes that when the contractor went to the 6x6 pattern, the holes were not loaded properly. The resulting over-stemming created a bouldering problem rather than reducing the size of the shot rock.

Mr. Jordan testified that he was largely responsible for the drilling and shooting decisions but that he had two experienced powder people on the crew as well as an experienced drilling superintendent. Mr. Jordan also testified that he had the advice of the Dupont and Atlas Powder technical representatives who had assisted with advice from time to time. Mr. Jordan probably was not qualified to direct this operation. Unfortunately, his experience includes drilling and shooting in quarries. He also testified that he was on jobs such as road construction at Diablo Dam in Washington and road relocations at John Dam and Arlington, Oregon where substantial drilling and shooting was done. He probably sold himself to the jury as being knowledgable on the subject.

Unfortunately, the contractor's blasting records were not detailed and omitted much of the specific information about the various shots. For example, a report would list the number of holes drilled and the varied depths of the holes. However, the number of holes of each depth was usually not listed. A total volume of powder was listed, but the amount of powder loaded in each hole was not. The amount of stemming was usually not set out. Moreover the exact location of the shots in most instances was not pinpointed.

As a consequence our experts had to make a number of assumptions which could have affected the validity of some of their opinions. Obviously our explosive experts would be subject to cross-examination on those assumptions. The basic conclusion of our experts was that, as mentioned, there was no correlation between hauling south as opposed to going north and the drilling

and shooting costs, that the contractor could have accomplished the drilling and shooting for substantially less money if the drilling and shooting had been done properly, and, finally, that the contractor had substantially underbid the drilling and shooting.

The fact remains the contractor did in fact complete the excavation of Mt. Nebo including the drilling and shooting. Moreover, Mr. Bates in his deposition, as read at trial, testified that while the job was in progress he could think of nothing that the contractor could have done that he did not do in accomplishing the work. As mentioned, Mr. Bates admitted that his opinions were influenced by his thirty-plus years as a highway engineer. Unfortunately his testimony tended to undercut the testimony of our consultants (paid $50 an hour) who with hindsight would testify to the many errors of the contractor. Our blasting experts were very good. The jury would probably have compromised on this phase of the contractor's claim by discounting or splitting the claimed extra costs for drilling and shooting.

LIQUIDATED DAMAGES FOR LANE CLOSURE:

Plaintiff in its case sought recovery of the $41,000 with held by the State as liquidated damages for the closure of the traffic lane. Plaintiff in essence was arguing that the State was not entitled to withhold liquidated damages, (1) as a matter of law, and (2) as a matter of fact. The law in Oregon, and in most jurisdictions, is that the state cannot recover liquidated damages if it materially contributes to the cause of the delay or other facts triggering the liquidated damages. I am sure that Judge Sloper would have so instructed the jury. There is little doubt that if the jury found the State was responsible for causing the contractor to go to the "shoving off operation," the jury would also find that the State materially contributed to the delay. It seems probable that the jury would have ruled for the contractor on this issue.

HUTCHINS WASTE SITE:

A minor claim of the contractor was for reimbursement by the State of approximately $20,000 in royalties paid to Mr. Hutchins for the right to place approximately 100,000 yards of waste material on the Hutchins property. Mr. Jordan's testimony at trial and Mr. Bates' deposition testimony agreed that after the injunction both Mr. Jordan on behalf of the contractor and Mr. Bates on behalf of the State spent a considerable amount of time and effort in an attempt to locate alternate disposal sites.

At first impression it would seem fair that the State pay the 20 cents per yard royalty extracted by Mr. Hutchins. We argue the Hutchins site was the closest to the Mt. Nebo operation. It was filled with the use of off-highway vehicles and that the contractor saved 20 cents per yard or more in haul costs. However, it seemed likely to the undersigned that the jury would have awarded the royalty costs to S. D. Spencer.

DEFENSE THAT S. D. SPENCER UNDERBID THE JOB:

At the trial the State would have presented testimony that S. D. Spencer underbid the Mt. Nebo excavation approximately one dollar per yard which approximates one million dollars. This would have been testified to by Mr. Jackmond who made a thorough analysis of the contractor's claim. Also the State's excavation consultant, Mr. Robert Phelps, came to substantially the same conclusion based on his study of the contractor's bidding documents. Mr. Phelps is a Registered Professional Engineer who teaches at Oregon State University, School of Engineering. Mr. Phelps' prior work experience includes several years as a Project Superintendent for Peter Kewit, General Contractor.

The basic cause of Spencer's underestimating the cost of general excavation was in assuming too high a production rate with the equipment spread utilized in estimating the job. A realistic production rate applied to the rental of the equipment utilized substantially increases the unit costs. Unfortunately the contractor's bidding documents varied substantially. Two or more different equipment spreads were utilized in different pre-bid documents. This tended to obscure the exact basis of the contractor's bid. In any event we felt that we could raise doubts as to the validity of the contractor's estimate and possibly convince the jury that the contractor had underbid the general excavation item.

There is a psychological danger in this defense. If the jury was convinced that the contractor had bid too low but was otherwise convinced that the contractor suffered damages because of the actions by the State, the jury could also conclude that the State had already received the benefit of the lower bid. This is reinforced by the fact that the second bidder was $800,000 higher than S. D. Spencer on the overall bid. We do not believe that the jury would have accepted the contractor's original bid as being entirely accurate. However, it is difficult to conclude how the jury would treat the amount of the contractor's bid in arriving at their verdict.

USE AND SALE OF THE CRUSHED MATERIAL FROM MT. NEBO: -

One of the State's arguments was that the contractor had saved a substantial sum of money by using Mt. Nebo rock to supply approximately 185,000 tons of surfacing and paving rock supplied under other bid items. The contractor bid those other classes of rock from Updegrave quarry approximately 12 miles from the project location. Originally the contract documents approved the use of Mt. Nebo rock only for cement-treated base material. Subsequently, the Mt. Nebo crushed material was approved for the other bid items.

Our testimony would have been that it saved the contractor at least a dollar per ton over the bid price. The contractor would have argued that there was nothing in the contract to prevent the use of the Mt. Nebo material for other rock bid items if the material met the specifications, which it ultimately did. He would also argue that title to the rock passed to the contractor at the point of excavation. The contractor assumed the risks of contracting and would argue that the advantages or disadvantages from disposal of the material was his and that the State could not offset this "windfall" against Spencer's damages. The admissibility of the State's testimony was a fifty-fifty proposition. However, the court could have allowed the testimony as a factor in determining whether or not the plaintiff was entitled to an equitable adjustment for the increased quantities. If allowed in evidence, the testimony would tend to reduce the verdict unless the jury decided that the state was being unfair.

We also planned to offer testimony that the contractor received an economic benefit from the crushing and sale of the Mt. Nebo excavated material. This is a degree removed from using the rock on other bid items during the job. It is doubtful that the court would have allowed the testimony in evidence. We would have argued that if the contractor was entitled to an equitable adjustment because of the increased quantities of rock and the change in the ratio between rock excavation and general excavation, the State should be entitled to a credit for the economic advantages from the change. This defense hopefully would tend to minimize a contractor's recovery if the court allowed the testimony in evidence.

CRUSHING OPERATION IN GENERAL:

The State has been arguing during the consideration of this claim that the contractor made a profit from the crushing and sale of rock material and that the contractor's production was geared to the capacity of the crusher. Unfortunately, as in most of the facts of the case, there are two sides to this argument.

As noted above, there are basic premises to which the State agrees, (1) The Fairgrounds site would have held most if not all of the original contract waste quantities. However, (2) the Fairgrounds waste site did not have a capacity to accept the approximately 386,000 cubic yards of the added waste materials occasioned by the State's changes in laying back the slopes.

Without the crushing operation it would have been necessary to locate yet another disposal site with added development costs and probably more additional extra haul cost. The contractor, therefore, would argue that the reduced production rate toward the end of the job was forced on the contractor because he had no place to dispose of the material in quantities beyond the capacity of the crusher (250-300 tons per hour). In the opinion of the undersigned, the jury probably would have accepted the contractor's arguments on this point. As a consequence the State would have been held responsible for the extended period of performance with the resultant cost escalation in the contractor's costs.

EQUIPMENT RENTAL RATES:

The contractor's cost for the use of the equipment for the excavation under bid item 16 is computed on the basis of the state's force account rates. Plaintiff argued that force account rates are provided for in the contract and that Mr. Bates requested that the claim be structured on that basis.

The Standards Specifications for Highway Construction, 1974 edition, (gold book) provides that where "extra work" is done and the State cannot agree with the contractor as to a price for the work, force account rates are to be used to apply to the equipment. However, where "additional work" is performed, it is paid for at unit prices unless the character of the work is materially changed or the unit costs are materially increased. Then, if the State cannot agree with the contractor, the contractor is entitled to the sum deemed by the engineer to be fair and equitable. Thus, the contract itself does not prescribe a particular rate to be used in determining the contractor's cost.

On the first day of trial plaintiff called as his first witness Mr. Fred Klaboe. Mr. Klaboe testified that when extra work was done if the state could not reach a price agreement with a contractor, force account rates were used to compute the amount due the contractor. After an opportune recess Mr. Klaboe on redirect clarified his testimony to point out that the work by S. D. Spencer was "additional work" not "extra work" and that force account rates were not used

where the parties differed in interpretations of price agreements. Legal arguments aside, Mr. Klaboe's testimony would undoubtedly affect the jury's analysis of subsequent testimony concerning the appropriate rates to be used in computing the plaintiff's claim.

From the evidence the contractor would have argued that:

(1) The contract required force account rates, or

(2) If the contract did not require force account rates that his costs based upon the state's own published force account rates were reasonable (why else would the state publish force account rates if they were not reasonable?).

(3) Mr. Klaboe, at one point, agreed that in the case of disputes between the parties that force account rates should be applied.

In further support of the contractor's position he had taken the deposition of Mr. Bollinger. Mr. Bollinger, who had worked with the state's force account rates, had stated during his deposition that when the state's force account rates and ownership rates were determined a "severity factor" was not included. While engineers may understand that the equipment which was being used on Nebo was in fact designed for the type of conditions present on Mt. Nebo, nevertheless, to the jury it would seem logical that some severity factors should be used when working in the material found at Mt. Nebo.

The contractor thus had developed a very strong argument regarding the use of force account rates.

At the time of trial we intended to call Mr. Phelps to testify what the contractor's actual equipment costs were. Mr. Phelps had reviewed the costs associated with a number of specific pieces of equipment used on the Mt. Nebo project. Based upon his review of the use of the equipment he concluded that the costs were substantially below Oregon State Highway Department force account rates.

The problem with this defense was that the state was once again on the defensive. The state was left in a position of explaining to the jury why the state was not using its own published force account rates.

It should be noted that we did review Spencer's own in house rates. During examination of the Spencer records, we obtained a list of S. D. Spencer's in house rates. The rates, however, were not systematically derived but were based substantially on the judgment of Mr. Spencer. Moreover, Mr. Spencer testified that the rates that had been provided to the state did not include any allowance for maintenance on these particular pieces of equipment. As a result, it was difficult to pin down precisely what Mr. Spencer had included in his own in house rates.

SPENCER COST RECORDS:

During examination of the Spencer records, we obtained the contractor's cost records kept in the home office in Vancouver. These records reflected labor, equipment and material costs. When the costs found on these records were totaled and the amount of payments made by the state to the contractor for the bid items were deducted the contractor showed an approximate loss of $300,000. The records, however, were not complete. They failed to include the salaries of foremen as well as the foremen's equipment. The rate used to compute the equipment costs failed to include maintenance and there was no contractor's allowance for overhead profit. Once these factors were placed back in the contractor would maintain that his records show a loss for bid item 16 and bid item 3 in the area of approximately $1.8 million.

We were prepared to argue that the true Spencer losses, as reflected in these books, could not have exceeded $750,000--$1,000,000 based upon their Vancouver records and a reasonable allowance for overhead and profit. The testimony was designed to place a ceiling on the jury's verdict. It should also tend to provide the jury with a minimum verdict if they were convinced that the contractor was substantially correct in its case.

DIVERTING TRAFFIC THROUGH ROSEBURG

In early summer the contractor proposed to the state that the freeway traffic be diverted through the city of Roseburg from 10 p.m. to 6 a.m. the following morning. The contractor argued that if it was allowed to work during the night hours uninterrupted by traffic that most of its shoving off and excavation problems could be solved. Mr. Bates drafted a proposed price agreement which was signed by the contractor and recommended by Mr. Bates. The region office also recommended the price agreement to Salem. Unfortunately, Mr. Bates was not kept informed as to the disposition of the proposal. His statements to the contractor reflected indecision and delay.

Through the region office, the contractor was requested to make a price adjustment to support the agreement. The contractor flatly and firmly refused to do so. Mr. Jordan testified that the proposed price agreement was rejected by Salem because S. D. Spencer refused to pay for the privilege of having traffic diverted through town. In fact, the proposal was turned down in Salem on the basis that a further supplement to the environmental impact statement would probably be required to divert freeway traffic through the city streets. Moreover, Salem questioned the feasibility of diverting freeway traffic over city streets in any event.

In the opinion of the undersigned, the testimony concerning the proposal substantially damaged the State's case. Under plaintiff's testimony, the proposal seemed reasonable and would have substantially reduced the contractor's costs of shoving the material from the benches. The State was made to appear uncompromising and unreasonable. What probably appeared to the jury to be the practical solution was rejected unreasonably. Later testimony by our people that the State has to maintain the integrity of the bidding process would not repair the damage. The jury probably would not have believed our testimony regarding the cause of the rejection. We had only a single memo to file by Ed Johnson supporting the EIS basis for the rejection. The line of communications between the field and Salem is unclear and undocumented. Moreover, Salem's reasons for rejecting the proposed agreement was not communicated to the contractor, or at least we could not prove that it was without Mr. Bates' testimony. Our fear of EIS problems are understandable at the time, but, with the wisdom of hindsite may not have been sound.

INTEREST OBLIGATION:

Unfortunately, this claim is about five years old. The first substantial notice of claim was presented in June, 1976. S. D. Spencer delivered two boxes of material containing force account computations to the state in spring of 1978. The S. D. Spencer formal claim was presented to the state in March 1979. Thus, we faced from two to five years of interest obligations depending on the begining date adopted by the court.

The interest rate is also indefinite. There is a current statute providing for six percent interest on contractor claims. This statute was not adjusted to nine percent in 1979 when the general legal rate of interest statute was increased to nine percent. Moreover, the six percent statute was not passed until after the Mt. Nebo contract was signed.

At least one Oregon case has applied the one percent per month statute to a claim generally similar to the Mt. Nebo claim. The third alternative is the general interest statute. There are cases that have provided for prejudgment interest based upon the legal interest statute which was six percent until July of 1979 when it was raised to nine percent. The court would probably would have awarded interest for the five-year period either under the six percent on claims statute or the one percent per month on unpaid contract payments under that statute.

STATE'S EXCAVATION THEORIES:

The state's expert, Mr. Phelps, was of the opinion that the Mt. Nebo excavation should have been excavated in a manner different from the contractor's proclaimed plans if the material went north or his actual procedures in disposing of the material at the fairgrounds site. His opinion was that the job should have been opened up on both the north and the south ends. The material should not have been hauled off the benches. The material should have been shoved off the benches, but the bulk of it should have been shoved to the north or to the south and a minimum amount shoved over the side down the chutes. Thus, gravity assists the shoving operation. The bulk of the material would have been loaded at the bottom or at a low bench elevation in the widened area to the north or in the widened area to the south. Even on the south end there would be a width of about a hundred feet from the log barrier with the rock being shoved over parallel with the freeway rather than directly toward the freeway. The removal of the most southerly "sliver cut" early in the job would have provided that space. Here again, Mr. Phelps' opinions are after the fact. We are not certain that the jury would have been prepared to accept such an alternate theory after the work was performed by the contractor. Under Bates' deposition testimony we had no suggestions or ideas for the contractor at the time. Mr. Phelps was our most knowledgeable expert.

CONCLUSIONS:

As mentioned above, it is difficult to anticipate what a jury will do with a given set of facts. This is particularly true where the jury has heard only one side of the story.

However, it was apparent to the undersigned and any objective observer that the state was in real trouble. Mr. Otis Jordan, the project superintendent, is a graduate engineer. He is articulate and has been working on this claim for five or six years. Mr. Seifer is a very capable and articulate lawyer who has also been working on this case for five or six years, in the background during the early stages and at the forefront since this case was filed.

The plaintiff's case was structured around the deposition of Mr. Al Bates or the Bates deposition was structured around plaintiff's case. Without Mr. Bates as a witness, Mr. Jordan was free to testify even beyond the limits of the deposition admissions. He testified on two or more occasions that he and Mr. Bates had agreed to specific contested factual events, including the concept that Price Agreement 33 was merely to document the quantities and did include Spencer's claim for extra excavation costs.

Being objective, there was a real danger of a very large verdict in this case. Being realistic, with admitted liability, the best we could hope for was a split verdict of some kind. In the opinion of the undersigned that verdict would have been at least $1,000,000 and could easily have been substantially higher. In our opinion the lump sum settlement of $1,200,000 was prudent, was in the best interest of the State and Federal governments, and was undoubtedly less than the probable jury verdict with interest.

LESLIE B. HAMPTON
Assistant Chief Trial Counsel
TIMOTHY WOOD
Assistant Attorney General

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of Attorneys for Defendant

EXHIBIT 1

S. D. Spencer & Son, Inc. vs. State of Oregon
Marion Case No. 115361
Memorandum in Support of Settlement
Garden Valley Rd.-Fairgrounds Interchange Section
Pacific Highway
Douglas County
Contract No. 8003
FAP No. I-5-3(95)124

The above case has been settled out of court for a sum of $1.2 million dollars. The Attorney General's office has prepared a legal memorandum detailing the basis of settlement from the legal viewpoint. This memorandum will cover the settlement in the terms of engineering review and recommendations. The thrust of this report will be to review the State's dollar amount of potential liability in several related categories.

Four evaluation methods have been used in this memorandum. These are shown in tabular form below:

Item		Probable Award
I.	Force Account Cost Approach	$1,390,000.00
II.	Contractor's In House Cost	1,210,000.00
III.	Cost Using OSHD Ownership Rates	1,483,000.00
IV.	Item by Item Cost	1,667,000.00

This tabulation indicates a probable court award in this case of 1.2 to 1.7 million dollars and it appears the out of court settlement of 1.2 million dollars is reasonable.

I. Force Account Cost Approach

The contractor's claim for additional compensation was introduced into court as being a total of $1,975,816.69 exclusive of interest. The contractor arrived at this cost figure utilizing OSHD force account rates applied to his in house records for labor, equipment and materials. A tabulation of the contractor's claim as presented in court is listed below:

Plaintiff Claim

BID ITEM 16	
LABOR	$1,841,035.43
EQUIPMENT	3,096,110.80
MATERIALS & SUPPLIES	462,233.94
LIQUIDATED DAMAGES:	
ROAD CLOSURE -	40,751.00
TIME -	7,600.00
ROYALTY TO HUTCHINS WASTE SITE	20,314.10
TOTAL	$5,467,445.17
LESS PAID	$3,575,618.91
DIFFERENCE	$1,891,826.26

Plaintiff Claim Cont'd.

BID ITEM 3	
LABOR	$ 135,023.43
EQUIPMENT	11,574.00
MATERIALS AND SUPPLIES	27,394.00
TOTAL	$ 173,991.43
LESS PAID	90,000.00
DIFFERENCE	$ 83,991.43

SUMMARY $1,975,816.69

Interest would have increased the total claim to approximately $2,666,000.00.

As pointed out in the Attorney General's memorandum, the risk of a substantial jury verdict in this trial was judged to be very probable and very high. The State in essence admits to the contractor's cost claimed for the item Temporary Protection and Direction of Traffic amounting to some $84,000. It appears quite likely that the jury would have decided that the contractor lost money and that the State was responsible for that loss. Assuming that the jury returned a verdict splitting the difference between the contractor's claimed loss and the amount acknowledged by the State under Bid Item No. 3 the award would have amounted to $1,029,413 plus appropriate interest. If we use interest at the rate of 6% per annum from June, 1976 to July, 1979, and 9% per annum from July, 1979 to April, 1981, the total resulting claim would amount to approximately $1,390,000.

II. Contractor's In-House Cost

In addition to the State's force account rates, the contractor maintained records of cost using his in-house equipment rates. The cost on that basis for the contractor's claimed labor, equipment and materials amounts to approximately $1,707,000 plus appropriate interest. Again, if the jury decided to split the difference, the award would have been $895,500 plus interest for a total of $1,210,000.00.

III. Cost Using OSHD Ownership Rates

Assuming that the jury may not believe either of the two above approaches to be representative of the contractor's actual cost, we prepared an estimate of cost utilizing OSHD ownership equipment rental rates for the contractor's claimed labor, equipment and materials and arrive at a total claimed loss of $1,098,315 plus appropriate interest for a total of $1,483,000.00.

IV. Item by Item Cost

In reaching their decision, the jury could have used an item by item approach to determine the contractor's additional cost. These items would have been brought out and further discussed in the State's presentation of its portion of the trial and are tabulated below:

Item No.	Item	Amount
A	Increased excavation quantity	$350,000.00
B	Delay to excavation and hauling equipment	500,000.00
C	Temporary Protection and Direction of traffic	84,000.00
D	Job-escalation cost due to delay	240,000.00
E	Liquidated damages, lane closures	41,000.00
F	Hutchins waste site royalty	20,000.00
	Subtotal	$1,235,000.00
	Plus interest	432,000.00
	Total	$1,667,000.00

Item A Increased Excavation

The State increased the amount of general excavation on this project by approximately 368,000 cubic yards. This amounted to an increase of approximately 32%. While the State claimed that Price Agreement 33 and 33 Supplemental provided compensation for this increased quantity, the contractor was in disagreement and it appeared that the price agreements would have been found invalid as to total cost for the increased excavation. Some of the added excavation was in the higher benches on Mt. Nebo, some in the middle and lower benches and some in common excavation areas not within Mt. Nebo proper. The contractor claims and Resident Engineer Bates acknowledged under deposition that most of the increased quantity was in solid rock. The contractor also claims that his bid price for solid rock excavation was some 27¢ per cubic yard higher than the price bid for the total excavation on the project. Price Agreements 33 and 33 Supplemental provides payment for the additional material at the contract unit bid price. If this does not provide total compensation and if the contractor's bid documents showing a price differential of 27¢ per cubic yard for solid rock were found valid, then the amount owing the contractor would be approximately $108,000.00. The contractor's amended complaint in this case sought recovery of a sum of $658,000 for the increased quantity of general excavation. It would appear that the jury would come in with a conclusion somewhere in between these extremes, hence the assumed liability is probably in the range of $350,000 for this item.

Item B Delay to excavation and hauling equipment

The State and the contractor entered into Price Agreement No. 30 which provided payment of 47¢ per cubic yard as payment for haul cost differential due to

wasting material at the Douglas County Fairgrounds as opposed to the contractor's planned waste site at Gaddis Park. The State has maintained that this price agreement provided full compensation for the haul cost differential. The contractor's position maintained that this does not constitute full payment. Part of the State's support data for the original Price Agreement 30 included a 10% delay to contractor's hauling equipment on the waste material haul to the Fairgrounds. The contractor, on the other hand, in submitting a proposed price agreement prior to the execution of Price Agreement 30 requested a 30% delay in hauling equipment for the change in waste disposal sites. In the original price agreement 30, the State acknowledged no delays to excavation equipment. The contractor does not agree with his position and assumably would request the same 30% delay to be applied to the excavation equipment performing work on Mt. Nebo. Again the State could refute part of this claim, but the total exposure in this delay to equipment amounts to approximately $1,048,000 and it appears likely that the jury would return a finding in the range of $500,000 for this item.

Item C Temporary Protection and Direction of Traffic

The State has always acknowledged that we owed the contractor some monies on this item and, that being the case, it appears quite likely that the jury would return a verdict in the range of $84,000 for this item. While the $84,000 is derived on a force account basis, most of the costs reflected are labor and materials with very little equipment being used. Therefore, it would be difficult for the State to refute that the contractor did not actually expend and/or lose approximately $84,000 on this item.

Item D Job cost escalation

The contractor was delayed in completing this project by both the increase in quantities of general excavation work and by virtue of the loss of his selected waste area. The State has acknowledged a delay to the project of 158 calendar days and has previously granted a time extension to the contractor in that amount for delays associated with the added quantities and the loss of the Gaddis Park waste site. During the period of time when most of the work was performed, the average rate of escalation of construction cost were approximately 9%. The contractor performed 2-1/2 million dollars worth of work after expiration of the original contract time. The total amount of work other than general excavation performed on the project amounted to approximately 10 million dollars. Using these two figures and the 9% per year escalation figure and a delay time of 158 calendar days, a judgment on this item could range between $98,500 and $387,000. It is therefore probable that the jury would have returned a verdict in the range of $240,000 for this item.

Item E Lane closure liquidated damages

As covered in the Attorney General's report, the State could probably not defend itself against the total cost of this item. Total lane closure liquidated damages withheld amounts to approximately $41,000.

Item F Hutchins Waste site royalty

In searching for waste disposal sites, the contractor did, in fact, acquire rights to waste material on this property and did pay approximately $20,000 in royalty for that privilege. It is therefore felt that the jury would return a verdict in this amount in favor of the contractor.

Item G Interest

Interest on the item by item cost approach for this settlement has been computed at the rate of 6% per annum from the time of the contractor's initial submittal in June, 1976 to July, 1979 and at a rate of 9% per annum from July, 1979 to April, 1981. This amounts to approximately $432,000.00 when figured on a simple interest basis. It is more than likely that a compounding of the interest would have been allowed.

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

April 29, 1981

J. X. Wilson
J. X. Wilson
Region Maintenance Engineer

Ron Kleinschmit
Ron Kleinschmit
Project Coordinator

OBJ:fr

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #8003

TO: H. S. Coulter
State Highway Engineer

DATE: June 12, 1981

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Garden Valley Rd.-Fairgrounds Interchange
Contract No. 8003

NOTED
H.S.COULTER

The recent out-of-court settlement of all claims on the subject project resulted in a $1,200,000 payment to the contractor. Preparing the State's case will cost in the neighborhood of $150,000 when the engineering, consultant and legal charges are all submitted.

These costs are the major causes of the project authorization being exceeded by approximately $1,369,560 or 8.9%. The Federal Highway Administration has agreed to federal participation in the increased costs.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

Also attached is a copy of a memorandum in support of settlement of the contractor claim prepared by the State's Attorney, Leslie B. Hampton, and a memo to the file by F. B. Klaboe noting Chairman Yturri's approval of the settlement.

WR:fr

Att.

cc: Alfred Shirley, Jr.
Robert Church

RECEIVED
STATE HWY ENGR
JUN 16 '81
REFER TO
FOR
Info | Imes | R/D | D/R | Sign | Act | File

STATE OF OREGON INTEROFFICE MEMO

TO: H.S. Coulter, State Highway Engineer DATE: May 27, 1981

FROM: Bill Nessly, ODOT Legal BN – P.S. Contractor is understandably impatient – I request this be expedited + check out by Friday if possible

SUBJECT: Addendum to Explosives Service Company Expert Agreement
(S.D. Spencer & Sons litigation - "Mt. Nebo" case)

Please find enclosed approved copies of a final addendum to memorialize a difficult contracting situation which arose as a result of the recent Mt. Nebo construction claim and litigation. For the following reasons, I request that you execute the addendum and send it to Explosives Service Company, along with final payment of its billing, as soon as possible. Explosives Service should return executed copies of the addendum for Division records.

The history of this situation requires explanation. On September 29, 1980, the Division entered into a duly executed contract, approved by the Executive Department, for Explosives Services to provide expert consultation on the Mt. Nebo case. As the trial date grew near, it became apparent that further advice from the Company would be necessary on short notice. Because Explosives Service was "on line" and familiar with the case, its additional work continued, while discrepancies between this office's drafts of the addendum, and conflicting projects in this office caused delay in providing an acceptable addendum form. As a result, the work was completed in the absence of a signed agreement, but under the direct supervision of the Division and its attorneys.

At this time, Explosives Service has rendered valuable service, of an agreed to and reasonable amount, to the Division. There is therefore no doubt that the Division owes the contractor payment on the work, under either an "estoppel", "oral contract", or "quantum meruit" theory. Hence, the only practical issue involves the absence of written documentation of the agreement.

In my opinion, the sole means of solving this problem is the signing of the addendum and the immediate payment of the contractor for services rendered. While this is far from preferred contracting procedure, I believe that executing the addendum at this time is authorized in order to avoid legal action by the contractor for nonpayment. Furthermore, I do not believe that pre-approval of the addendum by the Executive Department is required. The Executive Department had already signed off on the original contract of September, 1980, to which the enclosed addendum is merely a supplement. Because the Executive Department reviews such agreements only as to form and the necessary legal clauses, and the addendum incorporates by reference the original contract, Executive Department approval would be legally superfluous at best.

For the foregoing reasons, I recommend that you execute the addendums, forward them to accounting, and have accounting make final payment immediately in accordance with the contractor's itemized billing.

BN:bn
cc: Dick Hacek - Accounting
Construction Section

#2003

L.

CON

Joe Christian, Fiscal Officer
Finance Branch

May 7, 1981

F. B. Klaboe
Director

Subpoena - S. D. Spencer & Son, Inc, v. State of Oregon, Contract #8003
Garden Valley Road-Fairground Interchange Section, I-5

In response to the attached subpoena, I appeared in Marion County Circuit Court on the above case on April 7.

Also attached is the $7.00 cash fee, which I accepted with this subpoena. Please take necessary action to credit this to the appropriate account.

FBK:fn

Attachments

cc Jack Sollis

FORM No. 255—CIVIL SUBPOENA—Issued by Cle[illegible]ge/Justice/Attorney. STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204
1/1/58

In the Circuit Court of the State of Oregon

For the County of Marion

S. D. SPENCER & SON, INC., a Washington corporation,
Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division
Defendant

No. 115361

CIVIL SUBPOENA

DUCES TECUM

TO: Fred B. Klaboe, Dept. of Transportation Building, Salem, Oregon, or 3760 Augusta National Drive South, Salem, Oregon 97302

You hereby are required to appear in the above entitled court at Room No. ..... of the county court house of Marion *County in the city of* Salem*, Oregon on the* 6th *day of* April*, 19*81*, at* 9:30 *o'clock* A. *M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Plaintiff S. D. Spencer *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you**

† *Issued By:* KOBIN & MEYER, P.C.

Dated March 31*, 19*81

ELIZABETH YEATS
Elizabeth Yeats
Suite 800, 610 S.W. Alder
Portland, Oregon 97205

** If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document. i.e. CIVIL SUBPOENA DUCES TECUM.*

† A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

Elizabeth Yeats
IF AN OFFICER, STATE TITLE

Witness fee . . . $ 5.00

Mileage 2.00

Total . . . . . $ 7.00

STATE OF OREGON, County of [illegible] *ss:*

I hereby certify that I served the within subpoena on the ..... day of ..... , 19 . . , on the within named

by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

KOBIN & MEYER, P.C.
Suite 800, 610 S.W. Alder
Portland, Oregon 97205

NAME, ADDRESS AND TELEPHONE OF ATTORNEY
FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-3(95)124
Garden Valley Rd.-Fairgrounds Intchg.
Claim Settlement, Contract No. 8003

Date: May 5, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the legal and engineering reports submitted with your May 5, 1981 memorandum, I concur with the out-of-court settlement of the subject claim in the amount of $1,200,000.

I understand this settlement covers all claim matters on this project.

for Dale E. Wilken

cc:
OSHD (C Laux, Proj Mgmt)

MAY 6'81
REFER TO
Keasey - Skoog
OR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: May 5, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley Road-Fairgrounds Interchange
Claim Settlement
Contract No. 8003

Your letter of April 16 confirmed tentative approval and participation in the out-of-court settlement of the contractor's claim on the above project in the amount of $1,200,000 subject to receipt and review of the State's legal and engineering reports supporting the settlement.

The requested memoranda are attached. Your formal concurrence in this claim settlement is recommended and requested.

Att.

OBJ:fr 1b

bc F. B. Klaboe w/att.
Alfred Shirley, Jr. w/att.
C. T. Keasey w/att.
V. E. Skoog w/att.
D. H. Moehring w/att.
Les Hampton w/att.

NOTED
F. B. KLABOE

Form 734-3123

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE COPY
MONTHLY TRANSACTION NUMBER 5-71		State OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County DOUGLAS
MODIFICATION NUMBER 3		Project Number I-5-3(95)120

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,044,242	$ 16,214,176
Federal funds	$ 13,881,320	$ 14,960,818
Other revisions		

This modification is made for the following reasons: To include final contract claim settlement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of April, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State High[illegible] Division
Salem, Oregon Apri[illegible] 27, 1981

[illegible]deral Aid Project
No. I-5-3(95)120

Garden Valley Rd.-Fairgrounds Interch. Section
Pacific Hwy. in Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 2492+50 thru Equa. 2522+37.42 = 2522+84.64 thru Equa. 2589+26.80 = 2590+38.87 to Sta. 2747+00)

Subtotal on previous estimate of May 6, 1977		$ 9,146,488.17
Additional Approved Item		
Final Contract Claim Settlement	Lump Sum	$ 1,200,000.00
	SUBTOTAL	$ 10,346,488.17
	Engineering	1,067,511.83
	TOTAL	$ 11,414,000.00

Type Code Y101
Concrete Barrier (Sta. 2513+00 to Sta. 2522+37.42)

Total Same as previous estimate of May 6, 1977 $ 12,408.00

Structures
Total for structures same as previous estimate 5-6-77 $ 4,787,768.00

Length of Roadway
(Concrete Barrier Only)---------- 0.178 Mile (Exception)
Length of Roadway ---------- 1.837 Mile (No Work)
Length of Roadway ---------- 2.901 Miles
Length of Roadway ---------- 0.229 Mile
TOTAL 4.967 Miles

Cost of Roadway Per Mile ----------$3,646,645.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$11,414,000.00	$10,531,697.00	$ 882,303.00
Concrete Barrier (Only)	12,408.00	11,448.00	960.00
Structures	4,787,768.00	4,417,673.00	370,095.00
TOTAL	$16,214,176.00	$14,960,818.00	$1,253,358.00

Group 1-97% Group 8-3%
Contract No. 8003
Prefix No. 610-1044

8 c 3

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-91		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
MODIFICATION NUMBER 2		Project Number I-5-3(95)120

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,803,367	$ 15,044,242
Federal funds	$ 13,660,065	$ 13,881,320
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of May, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Hwy. Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

88717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
Salem, Oregon May 6, 1977

Federal Aid Project
No. I-5-3(95)120

GARDEN VALLEY RD.-FAIRGROUNDS INTERCH. SECTION

PACIFIC HWY. IN DOUGLAS COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (sta 2492+50 thru Equa. 2522+37.42 = 2522+84.64 thru Equa. 2589+26.80= 2590+38.87 to Sta. 2747+00)

Subtotal on previous estimate of August 3, 1976			$9,093,810.36
Additional Approved Items			
P.A. 81 Furnish Anti-Strip Additive	15 Ton	1,500.00	$ 22,500.00
P.A. 92 Bikeway Lighting Revisions	Lump Sum		9,544.00
P.A. 93 Sign Revisions & Additional Parts	Lump Sum		18,833.81
SFO 19 Bikeway Signs	All Required		1,800.00
	INCREASE		$ 52,677.81
	Subtotal		$ 9,146,488.17
	Engineering		1,097,577.83
	TOTAL		$10,244,066.00

Type Code Y101
Concrete Barrier (Sta. 2513+00 to Sta. 2522+37.42)
Total Same as previous estimate of April 25, 1974 $12,408.00

Structures
Total for structures same as previous estimate of April 25, 1974 $4,787,768.00

Length of Roadway
(Concrete Barrier Only) - - - - - - - - - - 0.178 Mile (Exception)
Length of Roadway - - - - - - - - - - - - - 1.837 Mile (No Work)
Length of Roadway - - - - - - - - - - - - - 2.901 Miles
Length of Roadway - - - - - - - - - - - - - 0.229 Mile
TOTAL 4.967 Miles

Cost of Roadway Per Mile - - - - - - - - $3,531,218.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$10,244,066.00	$ 9,452,199.00	$ 791,867.00
Concrete Barrier (Only)	12,408.00	11,448.00	960.00
Structures	4,787,768.00	4,417,673.00	370,095.00
TOTAL	$15,044,242.00	$13,881,320.00	$1,162,922.00

Group 1-97% Group 8-3%
Contract No. 8003
Prefix No. 610-1044

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-54		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 1		Project Number I-5-3(95)120

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, , 19 74 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,435,595	$ 14,803,367
Federal funds	$ 11,474,322	$ 13,660,065
Other revisions		

This modification is made for the following reasons:

To include increases in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1981

In Reply Refer to
File No

Ronald J. Kleinschmit
Project Coordinator
Metropolitan Branch
5821 N.E. Glisan Street
Portland, OR 97213

Dear Ron:

The Mt. Nebo controversy is now history and we are all trying to regroup and are anxious to return to our regular activities. Although we didn't win, I guess we could say we didn't lose.

From any experience, either pleasant or unpleasant, I feel we can gain something of value. In preparation for litigation of the Nebo Claim, we all learned lessons that should greatly benefit us in the future.

I want to acknowledge that you carried a very large part of the effort to supply the mass of materials, calculations, research, etc. that was necessary to our defense. Your dedication and diligence went far beyond what one could reasonably expect. I want to express my appreciation for the contribution you made and the sacrifices that were necessary to that end. Hopefully, a long separation from your family will never again be necessary.

I will be following your career with a great deal of interest and have high expectations for your continued success.

Sincerely,

O. B. Jackmond

O. B. Jackmond
Contract Administration Engineer

cc: H. S. Coulter
R. N. Bothman
Personnel File

RECEIVED
STATE HWY ENGR
APR 23 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

8003

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

...E OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-3(95)124
Garden Valley Rd.-Fairgrounds Interchange
Claim Settlement (Your CON 5 #8003)

Date: April 16, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

As requested in O. B. Jackmond's April 14 letter, I hereby confirm our April 13 tentative approval to participate in the $1.2 million out-of-court settlement of the lawsuit filed by S. D. Spencer and Son. Our full participation will be contingent upon receipt of adequate supporting documents concerning the legal and engineering aspects of the settlement.

for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)
OSHD (O B Jackmond, Const)
FHWA Reg 10, HRC-010.1 (w/cy ltr dtd 4-14-81)

RECEIVED
STATE HWY ENGR
APR 17 '81
REFER TO
FOR
Info | Insp | Est | Const | Sec | Act | File

STATE OF OREGON

INTER-OFFICE MEMO

CON 5

TO: MEMO TO FILE

DATE: April 14, 1981

FROM: F. B. Klaboe
Director of Transportation

SUBJECT: Contract No. 8003 - - Garden Valley Road-Fairgrounds Section, I-5
S. D. Spencer & Son, Inc.

ROUTED
H. S. COULTER

This will document the fact that approval was received from Chairman Yturri to settle the Spencer Company claim on the Garden Valley Road-Fairgrounds Interchange Section of I-5 (Contract No. 8003) for $1.2 million on April 13, 1981.

The settlement and the amount was made on the advice of our attorneys. Full particulars of the settlement will be on file.

FBK:fn

cc Anthony Yturri
H. S. Coulter

RECEIVED
STATE HWY ENGR
APR 15 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

81-1.5.1387

8 of 3

File L

DAVE FROHNMAYER
ATTORNEY GENERAL

NOTED

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 14, 1981

Mr. H. S. Coulter
Highway Engineer
140 Transportation Building
Salem, OR 97310

Mr. V. E. Skoog
Highway Controller
434 Transportation Building
Salem, OR 97310

Re: S. D. Spencer & Son v. State of Oregon (DOT)
Marion Co. No. 115361 (L7778)

Gentlemen:

As you know, the above-mentioned case was settled yesterday after one week of trial for the lump sum of $1,200,000. Plaintiff's third amended complaint prayed for $2,100,000. The verdict that would have been rendered by the jury would have carried interest from 18% to 60% depending on the court's ruling as to the particular interest statute that applied and the commencement date for the interest. After a lengthy discussion and review yesterday morning, the Federal Highway Administration, through the assistant district engineer and Mr. Zotter, their attorney, agreed to participate in any settlement up to $1,200,000. The approval was subject only to documentation by the state's attorneys and the state's engineers of the matters considered by the state and discussed at our meeting that support the state's settlement recommendations.

As part of the settlement, we agreed to make payment to S. D. Spencer & Son, care of Kobin & Meyer, their attorneys by the close of business of Friday, April 17, 1981. We further agreed to pay interest at the prime rate if such payment was not made by the 17th. Please cause a check to be issued payable to S. D. Spencer & Son, Inc., and Kobin & Meyer, its attorneys, in the amount of $1,200,000. I will arrange to deliver the check.

I will also prepare the legal recommendation part of the report for the Federal Highway Administration and will consult with Mr. O. B. Jackmond on the engineering recommendations portion of the report.

Sincerely,

Leslie B Hampton

Leslie B. Hampton
Assistant Attorney General

vf
cc: Mr. F. B. Klaboe, Director
Oregon Department of Transportation
135 Transportation Building
Salem, OR 97310

Mr. C. T. Keasey
Assistant State Highway Engineer
504 Executive House
325-13th Street, NE
Salem, OR 97310

April 14, 1981

I concur in legal counsel's request and hereby authorize the issuance of a check in the amount of $1,200,000 as discussed above.

H D Coulter

State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

CON 5

TO: MEMO TO FILE

DATE: April 14, 1981

FROM: F. B. Klaboe
Director of Transportation

SUBJECT: Contract No. 8003 - - Garden Valley Road-Fairgrounds Section, I-5
S. D. Spencer & Son, Inc.

This will document the fact that approval was received from Chairman Yturri to settle the Spencer Company claim on the Garden Valley Road-Fairgrounds Interchange Section of I-5 (Contract No. 8003) for $1.2 million on April 13, 1981.

The settlement and the amount was made on the advice of our attorneys. Full particulars of the settlement will be on file.

FBK:fn

cc Anthony Yturri
H. S. Coulter

81-125-1387

#2020

CITY OF
PORTLAND, OREGON
BUREAU OF PARKS AND RECREATION

Mildred A. Schwab, Commissioner
William V. Owens, Acting Superintendent
409 S.W. Ninth
Portland, Oregon 97205
(503) 248-4315

April 9, 1981

Mr. F.B. Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Mr. Jack Sollis, Assistant
to the Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

Gentlemen:

The Recreation Committee of the Northwest District has received its answer from the Attorney General to the question of the location requirements for future recreation facilities from funds derived from Highway Division leased right of way, via the letter to Mr. Klaboe of 3/23/81.

The city, park bureau and the northwest neighborhood will directly benefit from the opinion which allows for flexibility in locations for a proposed facility and thereby provides opportunities for a well sited and utilized recreation facility. Your attention and input to this matter is very much appreciated.

The Recreation Committee will pursue a site location study for recreation purposes immediately. I will keep you up to date on our progress for locating a priority recreation facility for the Northwest District and which appropriately utilizes the I-405 leasing revenues.

Again, thank you for your support.

Sincerely,

Laurie A. Wall

Laurie A. Wall
Project Coordinator

LAW.sw

cc Britton
Hendrix

RECEIVED
DOT DIRECTOR
APR 13 '81
REFER TO
Sollis

#2113 2-31-81

FORM No. 255—CIVIL SUBPOENA—Issued by Clerk/Judge/Justice/Attorney. STEVENS-NESS LAW PUBLISHING CO. PORTLAND, OREGON 97204

1/1/80

In the Circuit Court of the State of Oregon

For the County of Marion

S. D. SPENCER & SON, INC., a Washington corporation,
Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division
Defendant

No. 115361

CIVIL SUBPOENA

DUCES TECUM

TO: Fred B. Klaboe, Dept. of Transportation Building, Salem, Oregon, or 3760 Augusta National Drive South, Salem, Oregon 97302

You hereby are required to appear in the above entitled court at Room No. ..... of the county court house of Marion *County in the city of* Salem, *Oregon on the* 6th *day of* April, *19*81, *at* 9:30 *o'clock* A. *M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Plaintiff S. D. Spencer *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you**

† *Issued By:* KOBIN & MEYER, P.C.

Dated March 31, *19*81

ELIZABETH YEATS
Elizabeth Yeats
Suite 800, 610 S.W. Alder
Portland, Oregon 97205

** If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

Elizabeth Yeats
IF AN OFFICER, STATE TITLE

Witness fee . . . $ 5.00

Mileage 2.00

Total $ 7.00

Orig w/civil
To Bill Neasley
4-1-81 BN

KOBIN & MEYER, P.C.
Suite 800, 610 S.W. Alder
Portland, Oregon 97205

NAME, ADDRESS AND TELEPHONE OF ATTORNEY
FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

STATE OF OREGON, County of ss:

I hereby certify that I served the within subpoena on the day *of* , *19* , *on the within named*

by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

DAVE FROHNMAYER
ATTORNEY GENERAL

L

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

March 13, 1981

Confidential

Fred Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

H. S. Coulter
Highway Engineer
140 Transportation Building
Salem, OR 97310

Re: S. D. Spencer & Son v. State (DOT)
Case No. 115361 (L-7778)

Gentlemen:

I and my co-counsel recommend that we be given authority to make an offer of settlement to the contractor in the range of $500,000 to $600,000. The attached report sets out some of our reasoning.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

jd
Enclosure
cc: Jack L. Sollis
C. T. Keasey
O. B. Jackmond
J. X. Wilson

S. D. Spencer & Son v. State
Case No. 115361 (L-7778)

RECOMMENDATION: THE UNDERSIGNED ATTORNEYS RECOMMEND THAT AN OFFER OF SETTLEMENT BETWEEN $500,000 - $600,000, BE MADE TO THE CONTRACTOR. OUR REASONING IS AS FOLLOWS:

BACKGROUND:

On October 10, 1979, S. D. Spencer & Son (SDS) filed a Complaint against the State of Oregon in the amount of $1,447,055. Subsequent amendments to the Complaint has put the claim for relief at $2,110,071.

In his last deposition Otis Jordan, (Spencer's Superintendent) indicated that the claim for excavation was now at $1,850,000 (approximately) and the claim for temporary protection and direction was at $81,000.

The purpose of this memo is to take a hard look at the facts that will be presented at the trial and assess the State's chances.

JURY TRIAL:

The first thing that must be remembered is that the contractor has requested a jury trial. All facts, therefore, must be assessed not as an engineer would review them but as the man in the street would review them.

LIABILITY:

The first question in any breach of contract action is whether one of the contracting parties did anything wrong in order to justify liability. In the present case it is almost certain that there will be a judgment against the State for some damages based upon the State's "breach" of the contract.

On November 29, 1974, John Leahy in an attempt to memorialize a meeting that involved all parties (Contractor, FHWA and DOT) connected with the Mt. Nebo project told the contractor:

> "Oregon State Highway Divison acknowledges that they are liable for increased costs resulting from the use of that site as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. Zotter has agreed that your client is entitled to the extra costs." See also April 10, 1975, letter from Leahy to Coulter advising the State of liability. [Note: At the meeting Mr. Fred Klaboe on behalf of DOT and Mr. James Zotter on behalf of FHWA acknowledged responsibility for those increased costs.]

The contractor thus has the advantage of going to the jury with the State's admission of liability and agreement that it would pay to the contractor all increased costs.

While at the time of trial we will try and down-play the State's "liability", nevertheless, the November, 1974 letter is difficult, if not impossible to overcome. Moreover, ORS 279.____ places liability of the State for damages caused by third-party litigation.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

One of the contractor's claims relates to temporary protection and direction of traffic (Bid item 3). His claim for this particular bid item is $81,000. He computes his damages by determining what he spent for TP&D ($183,295.25) and deducts what he was paid ($90,000). (There have been some minor adjustments). We acknowledge that his records reflect the total expenditures.

When Bobby Johnson first reviewed the contractor's claim for this bid item he found that he could justify an additional $29,700. (August 14, 1979 memo from Johnson to Jackmond). Mr. Johnson's approach is somewhat arbitrary in that he took the percentage of the overrun in quantities of bid item 16 and applied the percentage to the bid amount for T P & D.

The State had agreed to pay for temporary protection and direction but not the entire sum demanded. When the State increased the quantities of excavation there was additional costs for temporary protection and direction. As a result the contractor makes a claim for this figure. This particular bid item is solid for the contractor, the only question is as to how much he will receive. The jury will probably award most of this claim.

PRICE AGREEMENT 30:

During the course of the construction project the State and the contractor entered into a number of price agreements regarding excavation costs. Price Agreement 30 provided that the contractor would receive an additional 47¢ per cubic yard for the difference is haul costs from Gaddis Park to the fairgrounds.

In discussing this case with various parties involved in the dispute there is some misunderstanding regarding Price Agreement 30. Some were under the impression that Price Agreement 30 was meant to cover all additional costs resulting from the change in waste areas.

If this was the intent it was never expressed in writing. Unexpressed intent cannot vary the terms of a written agreement. From every indication we have from the agreement itself and from the parties involved, and a comparison of other price agreements, Price Agreement 30 was not intended to cover all costs, but to cover only "haul costs." If the contractor incurred additional costs, Price Agreement 30 would not preclude him from presenting these costs to the jury.

EQUIPMENT COSTS:

There is a major dispute between the contractor and the State regarding the portion of the claim involving equipment costs. Our best estimate shows that there is a $764,196 difference between the State and the contractor depending upon which rates should be used. The contractor argues that OSHD force account rates should be used and OSHD argues that there "ownership" rates should be used.

This is one of the issues that is not black or white.

There are two questions involved regarding these rates:

(1) Whether the standard specifications require force account rates to be used?

(2) Even if force account rates do not apply are the force account rates closer to the actual costs the contractor incurred?

OSHD standard specifications provide that upon written order of the engineer the contractor is required to perform "extra work" which shall be paid on a force account basis. Section 104.04/109.07. Whether the addition of extra quantities to be excavated would qualify as "extra work" within the meaning of standard specifications is a question which must be resolved by the court. In our opinion, the additional quantities is "additional work" not "extra work" within the meaning of the contract. This will not preclude, however, the contractor from introducing the rates as some evidence as to the contractor's costs. Once he has introduced the rates, he need only convince the jury that these rates are closer to the "truth" when a contractor is removing rock material from a mountain.

Our job will then be to convince the jury that the contractor's "actual costs" were substantially less than the claimed costs based on force account rates. We have hired an expert to review the contractor's rates to make this determination.

The jury will then be confronted with direct conflict in testimony: the contractor claiming rates which are approximately $750,000 higher than the State rates. The contractor also claims that there is no "severity factor" in our ownership rates to cover rock excavation work.

There is a chance that the jury could find a solution to this problem lies somewhere in between. The jury may want to allow the contractor some additional costs for his equipment. The result would be that the jury may want to provide the contractor for some additional costs resulting from the additional quantities. It is likely that compromise will be a part of the jury's deliberations.

TOTAL COST THEORY:

In the present case the contractor has filed a claim based upon a modified total cost theory. The total cost theory is modified in that the contractor takes only the costs related to particular bid items (excavation, drilling and shooting, temporary protection and direction) and deducts from these costs the money he was actually paid for these bid items. Usually the total cost theory involves the contractor's costs for the entire project.

The total cost theory is extremely prejudicial to the State. It placed the entire burden on the State to find where the contractor's costs increased as a result of causes other than the breach of contract. All authorities agree that the general rule is that the total cost approach will not be applied. There are exceptions. The court decides whether the exception applies. From our review of the authorities and the facts in this case, the question of damages will go to the jury.

Once liability is established the courts are very reluctant to dismiss a plaintiff's complaint on the grounds that he has failed to prove damages. This is especially true when, as in the present case, there is proof of actual damages. The court will probably let the contractor's theory go to the jury with some cautionary instrucions that may or may not help the State.

Moreover, the attorney for Mr. Jordan has been living with this claim since 1974. He has been around the block and in all likelihood will present an alternative to his total cost approach. Kobin & Meyer is the most experienced contract claims law firm in this State.

Like it or not, therefore, the plaintiff will be given an opportunity to present his total cost theory to the jury. This puts the State in a difficult position in that it is then on the defensive - attempting to show that the contractor was to blame for the additional costs.

RESIDENT ENGINEER

The case is further complicated in that Al Bates, the Resident Engineer, has had a heart attack. The plaintiff has taken a deposition of Mr. Bates which will be used at the time of trial. The attorney for SDS will have the opportunity to read into evidence whatever portions of the deposition he finds relevant. In exchange we can require the contractor to read other portions of the deposition. The problem is that there are numerous statements in the deposition that hurts the State's chances.

As examples:

(1) While Bates believed that Spencer thought he had the necessary permits from local jurisdictions for the hauling to

Gaddis Park, nevertheless Bates told Spencer that as a result of the public controversy over the project the State would not approve a haul route or disposal site without a specific written presentation or proposal by the contractor. (Depo. 203-204) There was nothing in the contract which required the contractor to put the proposal for the haul route or waste site in writing. The importance of this is that there is evidence that it was the State who was dragging its feet because of the controversy and not the contractor.

(2) As of mid-July, 1974, Bates felt based primarily on information furnished to him by Jordan that if the project would begin at that point in time the project could be substantially completed by December, 1974. (Depo. 233) At the heart of the contractor's claim will be the fact that he was delayed in his operations. To a contractor time is money and any time there is delay there are additional costs to the contractor. If the contractor can show through our own witnesses that prior to the filing of a claim for $2,100,000 our people thought that the contract could be completed by 1974 the implication is that the reason it was delayed was because of the preliminary injunction in requiring the contractor to go to some other waste site.

While the comment of Bates can be explained in that he was relying upon representations made by Jordan (that he could meet a production rate of 10,000? 13,000? cubic yards a day) nevertheless, the statement hurts us. Especially when he immediately adds that in his opinion the completion date was probable based upon his 40 years of experience (Depo. 233) One of the cornerstones of our defense is the proposition that the material could not have been excavated and hauled to Gaddis Park the first year, even if there had been no injunction.

(3) On July 12, 1974, Jordan supplied Bates with a letter including route documentation necessary for the beginning of wasting the material. The problem was that Bates was not aware that the approval of Spencer's haul route and disposal proposal would be held up until environmental assessment was circulated and commented upon. Once again it would appear that the State was causing the delay and not the contractor.

(4) Records. After the federal injunction Bates was told to keep records to ascertain if the contractor was losing money. The review of Bates' records show very little regarding problems that the contractor was having.

(5) Price Agreement. In computing the price agreements there was evidence that there were delays as a result of going south. One notation showed: "Haul delay. Shut down for pushing material over, 30%". In other words, our own employees recognized that there was some delay to the contractor as a result of going to the south.

Now, after the law suit is filed, they conclude that there was no difference in going to the north or the south other than the haul costs. However, at the time the price agreements were prepared, apparently, the people in the field thought that there were delay costs that the contractor would experience.

(6) Bates admits that the extra quantities of excavation was substantially rock and that the percentage of rock to common changed. He also recognized that it was more expensive per cubic yard to excavate rock than common. This will be a major issue at the time of trial in that the contractor will argue that there was a material change in the nature of the job by the increase in quantities.

Bates went on to make a series of admissions. I have attached a summary of these admissions to this review.

While it is our intention to take a further deposition of Mr. Bates (if his health permits), to hopefully clear up a few of the disputed points. Nevertheless, the admissions do hurt the State's chances.

BASIC DELAY:

There is no doubt but that the Mt. Nebo construction was a very difficult rock excavation job. As noted above, on July 26, 1974, the Federal District Court enjoined the use of the Gaddis Park waste site. At that time only the mandatory waste sites and the construction fills were available for the deposit of material. There was no approved disposal site available for the wasting of the bulk of the material. Not until the middle of February, 1975, was the green light given to dispose of all the waste material at the Douglas County Fairground site. It was necessary to crush a substantial portion of the waste material at the fairgrounds site. In February, 1975, there was remaining uncertainty and uneasiness. There was no Environmental Impact Statement covering the wasting of the increased quantities at the fairgrounds site. Federal Judge James Burns was going along with the program only in the absence of objections. As far as anyone knew at the time, the fairgrounds site could also have been enjoined if another environmental law suit was filed.

The average man on the street knowing nothing more than the complexity of the construction work and the imposition of the seven month delay would assume that the contractor was substantially damaged. The State will have the burden of overcoming that reaction. With the wisdom of hindsight we will argue that the payment of the haul cost differential at 47¢ per yard fully compensated the contractor. We will argue with 20-20 hindsight that in late July and August of 1975, there were still obstacles to the use of the Gaddis Park site with the conclusion that very little, if any, material could have been hauled there prior to the October 15, 1974 - June 15, 1975 shutdown of the low level crossing. We conclude that, in fact, the contractor was not

delayed by the injunction and that his equipment did work in the fall of 1974. Unfortunately, our 20-20 hindsight conflicts to a degree with our statements at the time and with the admissions made by Mr. Bates in his deposition.

OVERRUN IN QUANTITIES:

As we all know, there was a substantial overrun in quantities on the Mt. Nebo job. General excavation was increased approximately 368,000 yards, about 35%. To obtain stable slopes the benches were laid back. On the benches most to the increased material was solid rock. The added material also increased the ratio of rock excavation to common excavation. We acknolwedge that the excavation of rock material is more expensive than the excavation of common material. If the contractor had presented a straight foward claim documenting a price differential for the increased quantities of rock we would be hard pressed to deny it. This item could amount to $100,000 or more.

DRILLING AND SHOOTING:

A major portion of the claim is that the contractor encountered substantially higher costs for drilling and shooting the rock excavation material. The contractor's records show that Spencer spent over $500,000 more than the amount estimated for drilling and shooting. Although we don't agree with the contractor's conclusions, their records show that the expenditures were made. The contractor claims that it was going to haul the bulk of the material off the benches to the north, and that the material was going to be shot with an 8 x 8 pattern. The contractor also claims that he could not haul from the benches and then haul south under the excavation operation to go to the fairgrounds. The contractor concludes that he was forced to go to a shoving-off process and a loading operation within the narrow fall out area.

The contractor then contends it was forced to pull in the drill pattern to a 6 x 6 or even smaller pattern in some areas to reduce the size of the rock so that the log barrier could contain the material with minimum danger and delay to traffic. The contractor also contends that the changed drill pattern reduced the number of "hanging danger rocks" that would endanger workmen and traffic below. We dispute the wisdom of the revised drill patterns and the contractor's conclusions. We contend that there is no connection between the drill pattern and whether the material is hauled to the north or to the south.

SHOVING OVER:

Shoving the material over the side into the fallout area was a hazardous operation at best. Pushing over was confined to the daylight hours and traffic was stopped during push-off operations. Because of the lane closure requirements limiting closures to 10 minutes, the contractor worked in spurts, shoving

off, waiting for traffic to clear and then repeating the operation. There is no doubt but that the shoving off was an expensive operation. The State denies that it is responsible for added costs to the excavation because of the change in the waste sites. The State is vulnerable on this point. It is also possible that the State is, responsible for a portion of the extra shoving off costs. Our study shows that a substantial portion of the rock in the lower benches could have been hauled from those lower benches. In any event, we feel that the State is vulnerable on shoving off costs.

TRIAL COSTS:

This will be a very difficult and expensive case to defend. The handling of this claim and trial preparation to date has cost at least $75,000-$100,000. Trial is scheduled to begin April 6, 1981. We estimate that trial will take three weeks, maybe longer. Attorney fees, expert witness fees and staff personnel costs for final preparation and trial will be another $60,000-$75,000. It is also quite possible that the judgment in this case will be appealed. That too will be expensive in this complex case.

SUMMARY:

We have outlined some of the problems to be encountered in the trial of this lawsuit. We feel that a verdict for the contractor is inevitable and that a substantial verdict is likely. That verdict could go as high as $1,000,000. Obviously, total exposure is much higher than that. The verdict will bear interest of at least 12% to 18%. Depending on court rulings, the interest could be as high as 45% of the verdict amount. (The contractor claims interest at 9% from March 1, 1976.) As noted, the State has admitted liability for all extra costs because of the change in the disposal sites. The only real question is the amount of the contractor's damages. We feel that the 9 months delay period, coupled with the many uncertainties in the facts and the admissions of Mr. Bates and other State personnel during depositions will probably result in a substantial verdict for the contractor.

RECOMMENDATIONS:

The above provides you with some of the major areas of disagreement between the State and the contractor. While the case is defensible, nevertheless, there is substantial exposure to the State, and a substantial verdict is likely. It is difficult to determine whether the contractor is entitled to a substantial amount of damages, and more difficult to determine what the amount should be. The contractor's modified total cost approach makes it extremely difficult to isolate what are, in fact, extra costs. Nevertheless, because of the exposure and the problems discussed above the case is worth a substantial amount for settlement.

There is nothing magical in the $500,000-$600,000 which is recommended. The fact of the matter is that there is substantial exposure to the State and that, as indicated above, liability has been admitted and the only question for the jury will be the extent of damages. We believe that a settlement in the range recommended would be in the best interest of the State and Federal Governments.

Leslie B Hampton

Leslie B. Hampton

Timothy Wood

Timothy Wood

***ADMISSIONS - From Al Bates Deposition

Bates believed that the contractor did the drilling and shooting "as well as could be reasonably expected under the circumstances". (108)

Bates felt that the contractor performed the excavation in a proper and prudent manner. (108)

"And it's also correct that given the circumstances it was your feeling at the time that the contractor performed the Mt. Nebo excavation as efficiently as he could; is that not also correct?

Bates responds: I believe it's correct." (108)

During 1975 Bates was satisfied with the efforts being made by himself as well as the contractor to accomplish a difficult project in a successful manner. (109) - In fact, they got community recognition - the Chamber of Commerce passed some kind of resolution complimenting the contractor and the State on the performance of the project. (110)

* * Bates was not aware of any methods that were in use at the time that were more efficient in the drilling and shooting than the methods employed by the contractor - this is in response to a question asking whether he was aware of any methods or technique that could have been utilized to perform the drilling and shooting at less cost than it was actually performed. (110)

As of August 18, 1975, as reflected in Bates' diary he was still waiting to find out what had happened regarding the price agreement for routing traffic through town at night time. (111)

Bates recalls Jordan telling him that Spencer had an opportunity to sell riprap and ballast rock to the Southern Pacific Railroad at the Gaddis Park site. (115)

Exhibits 80 and 81 indicate that a certainty rose on the part of the State (FHA) as to whether or not certain items were properly included within the cost analysis behind the price agreement for the extra haul to the fairgrounds. (120)

There was no written response to Exhibit 83 (122) - but Bates did have a conversation regarding Exhibit 83. (125)

Exhibit 54 which was Price Agreement 30 did not show that temporary protection in direction of traffic was included. (152-153)

Discussion of Price Agreement 30/3 regarding temporary protection and direction. (155-157)

Exhibit 1

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: J. B. Boyd
Right-of-Way Manager

DATE: March 11, 1981

FROM: ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

When the right-of-way was acquired for the improvement to the Garden Valley-Fairgrounds section of I-5 in Douglas County the access control line was established at the right-of-way line. When the project was constructed it included a bicycle-pedestrian path between the access control line and the roadway.

Where practical the right-of-way was fenced but we also included a fence between the bicycle path and the roadway.

In view of the fact that we are not controlling the access where the access control line was established, it is recommended that the access control line be established at the fence line between the bicycle path and the roadway.

You will find enclosed a sketch map which shows that proposal.

This really came to light when this office was approached by the Roseburg School District to acquire a narrow strip of land adjacent to the bike path. The school board has plans for extensive remodeling of the high school campus which is located adjacent to the northeast quadrant of the Harvard Avenue interchange. It is necessary for the school board to float a bond issue and, at this point in time, it is unknown whether the voters will approve that bond issue.

In any case, it makes sense to move the access control line as recommended above.

as/cw
Encl.

cc H. S. Coulter
Neil Flanagan

RECEIVED
STATE HWY ENGR
MAR 12 '81
REFER TO

Contains Recycled Materials
81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Miscellaneous Contract File

DATE: January 8, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Procurement Justification for
Personal Services Contract between
Highway Division and Rober E. Phelps

The State Highway Division proposes to enter into a personal services contract with Robert E. Phelps, an engineering professor on the staff of Oregon State University, for the purposes of acquiring his expertise as an expert technical advisor and expert witness in a legal action arising out of a Highway Division construction contract. The legal proceeding involves complex technical issues such as the efficiency of rock blasting techniques, proper excavation of road construction materials and construction-oriented manpower practices.

Mr. Phelps was selected by a panel consisting of Bryant Jackmond, State Contract Administration Engineer, J. X. Wilson, Region III (Roseburg area) Maintenance Engineer, Leslie B. Hampton and Timothy Wood, Assistant Attorneys General assigned to the case. The panel initially contracted the Association of General Contractors (Mr. John Boyer), for a list of persons who might have been qualified to serve as an expert in this case. Four names were solicited, including Mr. Ray Richards, of the staff of the Association of General Contractors, and Mr. Stuart Grosbeck, a retired contractor from the Eugene area.

After a review of the credentials of the recommended parties, the panel decided to interview Mr. Phelps and Mr. Grosbeck. A four-hour interview with Mr. Phelps on December 31, 1980, resulted in agreement that Mr. Phelps would be a superior advisor and expert witness in the case. Mr. Phelps had eight years experience in private contracting before going to OSU and has taught at OSU since 1968. In addition, Mr. Phelps' experience as a teacher greatly enhances his value in this case due to his ability to reduce complex technical information into terms easily unders[illegible] by a jury. I therefore believe that the hiring of Mr. P[illegible] is well justified, especially in light of the $4,000,000 am[illegible]nt involved and the complexity of the legal action.

WFN:mk

cc: Executive Department
Technical Support Section

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: January 6, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Contract No. 8003

MISC. CONTRACTS and AGREEMENTS No. 7463

On this date, Chairman Yturri approved a personal services agreement with Robert E. Phelps to act as an expert witness and assist the Highway Division in the lawsuit by S. D. Spencer and Sons, arising out of Contract No. 8003. The maximum amount payable under the contract is $14,000.

HSC:ia

cc Anthony Yturri
F. B. Klaboe
J. L. Sollis
Alfred Shirley, Jr.
R. W. Gormsen

81-125-1387

#8003

L.

January 7, 1981

Mr. John Vernon Otter
P. O. Box 2721
Boise, Idaho 83701

AGR 1

MISC. CONTRACTS and
AGREEMENTS No. 7437

Dear Mr. Otter:

Attached for your records is a fully executed copy of a personal services agreement with you to act as an expert witness and assist the Highway Division in the lawsuit by S. D. Spencer and Sons arising out of Contract No. 8003.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis
Alfred Shirley

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

> On January 5, 1981, approved a personal services agreement with J. V. Otter, Inc. to act as an expert witness and assist the Highway Division in the lawsuit by S. D. Spencer & Sons, arising out of Contract No. 8003, Pacific Highway, Douglas County. The maximum amount payable under the contract is $8,720.

Dated this 16 day of January, 1981

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 1/8/81

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: January 6, 1981

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Contract No. 8003

On this date, Chairman Yturri approved a personal services agreement with Robert E. Phelps to act as an expert witness and assist the Highway Division in the lawsuit by S. D. Spencer and Sons, arising out of Contract No. 8003. The maximum amount payable under the contract is $14,000.

HSC:ia

cc Anthony Yturri
F. B. Klaboe
J. L. Sollis
Alfred Shirley, Jr.
R. W. Gormsen

8003

September 23, 1980

Mr. Albert E. Teller
P. O. Box 664
Issaquah, WA 98027

AGR 1

MISC. CONTRACTS and
AGREEMENTS No. 7389

Dear Mr. Teller:

Attached for your records is a fully executed copy of a contract to inspect the area of Contract No. 8003 for the Garden Valley Road-Fairgrounds Interchange Section of the Pacific Highway in Douglas County and advise as to your ability to act as a witness.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis

August 7, 1980

St. Paul Fire and Marine Insurance Co.
500 N. E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#8003

Gentlemen:

On August 5, 1980, we wrote to you concerning release of final payment on Contract No. 8003 awarded to S. D. Spencer and Son for work on the Garden Valley Road-Fairgrounds Interchange Section of the Pacific Highway in Douglas County.

Final payment on this contract is $5,000 and the total contract amount is $14,367,838.09 including $236,348.09 for work performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

cc S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, WA 98661

C. T. Keasey
Walt Hart
Alfred Shirley

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

S. D. SPENCER & SON, INC., a Washington corporation, Plaintiff, vs. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	)	No. 115361

DEPOSITION OF FRED KLABOE

Taken on Behalf of Plaintiff

August 7, 1980

EXHIBIT INDEX

EXHIBIT NO.	DESCRIPTION	PAGE MARKED
89	Letter of November 29, 1974 from Department of Justice to Mr. Seifer re: Garden Valley-Fairgrounds Interchange-Interstate 5	61
90	Letter of April 10, 1975, from Department of Justice to Daniel J. Seifer re: Garden Valley-Fairgrounds Interchange-Interstate 5 · Haul Adjustment Price Agreement No. 30 - Contract 8003	62
91	Letter of June 20, 1979, from Department of Transportation to Mr. Otis Jordan re: Construction Claim - Contract No. 8003, Garden Valley Int. - Fairgrounds Road Int.	76

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

S. D. SPENCER & SON, INC., a Washington corporation, Plaintiff, vs. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	No. 115361

DEPOSITION OF FRED KLABOE

Taken on Behalf of Plaintiff

BE IT REMEMBERED that, pursuant to notice, the deposition of FRED KLABOE was taken before MARILYN A. JOHNSON, a Notary Public for Oregon, on Thursday, the 7th day of August, 1980, in the offices of Department of Transportation, Salem, Oregon, commencing at the hour of 1:30 p.m.

APPEARANCES

Mr. Daniel J. Seifer and Ms. Elizabeth Yeats, appearing on behalf of Plaintiff;

Mr. Lewis B. Hampton, appearing on behalf of Third-Party Defendant.

Also present: Mr. J. X. Wilson, Mr. Bryant Jackmond, Mr. Otis Jordan, Mr. George Spencer

STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present on behalf of the respective parties:)

It is hereby stipulated and agreed by and between the parties hereto, through their respective counsel, that the deposition of FRED KLABOE may be taken before MARILYN A. JOHNSON, a Notary Public for Oregon, at this time and place, on oral interrogatories to be propounded to said witness as provided by law.

It is further stipulated and agreed that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions and responsiveness of answers must be male at the time of taking said deposition or shall be deemed to be waived.

- - -

FRED B. KLABOE

was thereupon produced as a witness on behalf of the Plaintiffs and, having been first duly sworn on oath, was examined and testified as follows:

DIRECT EXAMINATION

Q. (BY MR. SEIFER) Would you state your full name and spell your last name?

A. Fred B. Klaboe, K-l-a-b-o-e, 3760, Augusta National Drive South, Salem, Oregon, 97302.

Q. Would you please state for the record your title?

A. Director, Department of Transportation, State of Oregon.

Q. What are your duties and responsibilities as director?

A. The overall coordination of the divisions under my jurisdictions, which are the Highway Division, the Parks Division, the Motor Vehicles Division, the Aeronautics Division and the Mass Transit Division.

Q. And to whom are you responsible in that position, Mr. Klaboe?

A. To the State Transportation Commission.

Q. Would you describe for us very briefly, please, your understanding of the functions and responsibilities of the State Transportation Commission?

A. State Transportation Commission is a parttime commission, non-paid, appointed by the governor and approved by the legislature to serve as a policy guide, policy formation function of the department.

Q. Off the record.

(Discussion off the record.)

Q. (BY MR. SEIFER) Mr. Klaboe, the Oregon Transportation Commission is a successor in terms of function and responsibility to the old Highway Commission, is it not?

A. Yes.

Q. How long have you been director of the Department of Transportation?

A. Since January of 1979.

Q. And who was your successor as director of the Department of Transportation?

A. You mean who was there before me?

Q. Who was your predecessor as director of the Department of Transportation. I just came from the governor's office, Fred.

A. Robert Burco, previously to me, and previous to him was George Baldwin.

Q. Prior to January 1, 1979, what was your position?

A. I was -- I had a title called Chief of Operations in which I was the appointed directly to Mr. Burco and was in charge of the operations of all the divisions within the

department, the same divisions I mentioned before, the day-to-day operations.

Q. And how long did you serve in that capacity?

A. I'm not sure, but somewheres in the middle of 1976 to 1979, that area.

Q. Prior to the middle of 1976, approximately, when you became Chief of Operations, what was your position?

A. State Highway Engineer, Administrator and State Highway Engineer, and it was a mix in there. I've forgotten when I got both titles, but State Highway was for several years before that and then administrator for some time also because there was another duty added to the job.

Q. And when did you first become State Highway Engineer?

A. I'm not sure whether it was January 1972 or 1973. One of those dates.

Q. What's your educational background, Mr. Klaboe?

A. Bachelor of Engineering, Civil Engineer, Montana State, 1949.

Q. Would you describe for us generally, please, your occupation and employment from 1949 through the time you became State Highway Engineer?

A. Yes. In almost every facet of Highway Department at that time, starting out as a transit man, resident engineer, district maintenance engineer, what they call district engineer now, assistant division engineer, assistant

construction engineer, metropolitan engineer, assistant State Highway Engineer, Deputy State Highway Engineer.

Q. What were the duties and responsibilities of the State Highway Engineer at the time that you held that office?

A. Overall direction of the highway programs, the programs -- the construction of those programs, in other words, the putting together of the jobs, the design of them, and then also the construction that follows.

Q. In your position as State Highway Engineer, State Highway Administrator, Operations Manager of the Department of Transportation, or director of the Department of Transportation, have you had occasion to have a working relationship with the United States Department of Transportation as it may relate to your activities?

A. Yes.

Q. Particularly have you had a relationship with the Federal Highway Administration?

A. Yes.

Q. Would you describe for the record, please, generally the nature of the relationship as you have experienced it between the United States Department of Transportation, Federal Highway Administration, and the Oregon State Highway Division, then Oregon Department of Transportation Highway Division?

A. Well, the relationship is one of -- go back a bit. You

understand -- I'm sure the record should show -- most of our work, highway construction work and design work is done using Federal Highway participating dollars.

Under those circumstances, the Federal Highway Administration has a lot of regulations, which we must follow when we use those dollars, and most of the relationship evolves around those regulations and how we work with the Federal Highway Administration in meeting those regulations and getting prior approval for work done and so forth.

Q. Other than the federal monetary contribution to the programs being administered or implemented by the state, is there any other relationship that you've been acquainted with between FHWA and ODA?

A. Well, of course more than the federal monetary things are the regulations that you have to follow when you use those dollars and it all evolves around that.

I don't know whether I've answered your question but certainly we have to perform the things that the Federal Government says we must do by their regulations and their laws.

Q. Would it be fair to say that the principal relationship is monetary and much also follows from that?

A. Yes, I think so.

Q. I take it that there are a variety of programs, to use

that term in a broad meaning, administered by the United States Department of Transportation which might involve the expenditure of funds in Oregon through programs being administered and implemented by the Oregon Department of Transportation, are there not?

A. Yes.

Q. All right. Looking particularly at the contract which gave rise to this litigation, being a contract between State of Oregon and S. D. Spencer & Son for the construction of the Fairgrounds Interchange to Garden Valley Interchange section of Pacific Highway or Interstate 5 in Roseburg, would you describe for us, please, the program or programs from which federal funds were utilized on that project?

A. Yes, they were Interstate -- Federal Aid to Interstate Highway funds.

Q. And is the Federal Aid to Interstate Highway program a program that you were familiar with and acquainted with during the period of time that you were State Highway Engineer, State Highway administrator?

A. Yes.

Q. Would you explain for the record, please, the manner in which funds become allocated to particular interstate highway projects within the State of Oregon which funds come through the federal aid to Interstate Highway's program?

A. The choice of where to use the Federal Aid Highway

funds, particularly in state funds in this case, lies with the Transportation Commission. They chose the projects and we program them with the Federal Highway Administration.

Q. Is there, to your experience, an independent indication from the Federal Department of Transportation as to the approximate extent of such funds which may be made available to the state within a given fiscal year?

A. Each year we get an allocation for that fiscal year from the Federal Government for the interstate system, and those funds then are used on that system, where they must be used.

Q. When did you say you became State Highway Engineer?

A. Oh, I can't remember whether it was 1972 or 1973. I can't remember. One of those two dates. I can find out but I don't recall offhand.

Q. All right. Are you knowledgeable as a result of your position as assistant and then Deputy State Highway Engineer of the initial planning for the project that we're here involved with?

A. Yes, to some extent.

Q. All right. Would you describe for us, please, when you first became familiar with the potential project which ultimately became the project that we're talking about?

A. When?

Q. When, approximately.

A. No, I can't recall when. Years before the project itself was ----

Q. Can you recall it as being the mid- to late-sixties?

A. Could be, I'd guess that was it, yes.

Q. And by what process did the employees of what is now the Oregon Department of Transportation come to make a recommendation to what is now the Transportation Commission that the Federal Aid to Interstate Highway's funds were to be allocated to the planning, design and ultimately construction of this particular project? Can you summarize that generally for the record?

A. We have an obligation under the Federal Rules to construct the hole in the State system to finish it. The Highway Division then goes out and does the location work, the preliminary work on any job like this Mount Hood job we're talking about, and at the end of that they produce a set of construction plans.

That goes into our highway program that sets a construction project to be let, and the highway programs are approved by the commission, and I don't know the dates that these were approved took place, and subsequently a contract then is planned with the Federal Highway Administration and let as a contract with the Highway -- or Transportation Commission.

Q. Okay. Let's focus in on that in a little bit more

detail, if we could, Mr. Klaboe.

Prior to award of the contract that we're here involved with, there was in fact a limited access freeway, if that's the right term, from the Garden Valley Interchange to the Fairgrounds Interchange on Interstate 5 in Oregon, was there not?

A. Yes.

Q. All right. And I assume it had been basically constructed under the same program; is that not correct?

A. I can't answer that. I presume so, but I can't answer whether it was done -- see, there were freeways built under bond issues back prior to 1956, and this might have been one of them. I don't know whether this was built with interstate funds or those old bond funds.

Q. All right. At some point in time, someone identified that particular section of Interstate 5 as a section of interstate highway conceivably requiring alteration and changes; is that correct?

A. That's correct.

Q. All right. What I'm interested in looking at, or having you describe for the record generally, is the process by which that identification was made and the process by which the Transportation Commission came to make a decision that the identified need ought to be met with an allocation of these funds.

A. Well, first off, it's substandard according to the standards set forth by the Federal Highway Administration for the interstate system. They must be constructed to certain standards that they describe. This was not up to standards, therefore it had to be brought up to standards.

Now, public hearings followed that to see where the highway should be and where it should be located where it is now or whether it should be located somewheres else. I don't recall the public hearing process, but it took place, and eventually from a result of those public hearings the input from the public, the input from the engineers, the cost estimates, the Federal Highway input, their approval, in other words, finally that selection was made to do it exactly where it is today.

The input from all those hearings and all those things are transmitted to the highway -- Transportation Commission, and evolves in a decision to build it there.

Q. All right. First of all, with respect to this particular stretch of highway, sir, do you recall in what particulars it was substandard at the time we're talking about, the late 1960's?

A. The curvature at where the mountain itself was was substandard. I believe it was a ninety-degree curve but I may be mistaken on that, and it did not allow the speeds -- different speed limits -- design speed to take place.

In other words, the curvature was too sharp to allow the seventy-mile-an-hour design speed, for one thing.

The interchange itself was substandard; the Harvard Interchange was another substandard thing.

It had a lot of other things substandard about it. I presume the shoulders were substandard, and the slopes off the shoulders, which is another thing you have to bring up. The safety installations on it were substandard, the guardrail was not up to standard. The appurtenances like lights and all those things had to be fixed, brought up to safety standards that were required. Amongst other things.

Q. All right. I assume that costs were incurred by the State Highway Division in identifying the substandard conditions that you have just described and in conducting the hearing and location process which you earlier described; is that correct?

A. Sure.

Q. At the time those costs were incurred, were federal monies utilized to cover any of the costs, if you know?

A. I'm sure they were. I don't recall, but I assume they were.

Q. And did that require prior approval of this particular location project from the Federal Highway Administration?

A. Not prior to the -- the locations costs do not require the approval of the location of the highway prior to using

the funds. It just requires approval that this is a substandard section that has to be brought up to standard. Now, where you bring it up to standard is another question. You look at alternate locations, in other words.

Q. Now you got me confused. Using the term "location work" to refer to the so-called pre-design phase ----

A. Right.

Q. -- are federal monies ----

A. You don't pre-determine where the line is going to be or where the highway is going to be. You pre-determine that there's a section of highway there that needs to be brought up to full standards. Conceivably you could locate it across the river on the other side of Roseburg, so those things must be looked at.

Q. I understand. But ----

MR. HAMPTON: Off the record.

(Discussion off the record.)

Q. (BY MR. SEIFER) Was this particular section of highway specifically budgeted for some planning work by the Transportation Commission?

A. Yes, with the Federal Highway Administration.

Q. And are the funds that were paid by the Federal Government to the state government for the planning of this particular project under the Federal Aid to Interstate Highway's program?

A. Yes.

Q. I take it at a particular point in time, a determination was made by the Oregon Transportation Commission to actually fund construction of the improvements that were described as a result of this planning process; is that correct?

A. That's right.

Q. Do you recall approximately when that occurred?

A. No, I don't. It could have occurred several years before the actual job was awarded, or it could have occurred several months before the job was awarded.

Q. I take it that, to the best of your recollection, federal funds were utilized in the design process of this particular project, were they not?

A. I believe so.

Q. And again under the same federal program?

A. Right.

Q. To your understanding, is a federal approval required for a particular project before final design for the particular project is commenced, if federal funds are to participate in the design costs?

A. You'll have to repeat that.

(Reporter read back the preceding question.)

THE WITNESS: I don't think I still understand it,

but let me put it my way. We get federal approval for all phases of a construction project, the design, the planning, the design, the location design. You get federal approval for those stages as you get to them and they pay their share. You don't -- your location of the construction, the actual center line, is not determined at that time. That becomes determined after all the other things take place.

Q. (BY MR. SEIFER) Well, what I'm ----

A. I don't know if I've answered your question.

Q. In part. You had earlier said ----

A. You get federal participation in everything you do on the interstate system, if you want to put it that way.

Q. I understand that, and what I'm looking into is the degree of specificity of federal approval. You had earlier indicated that the Federal Department of Transportation, Federal Highway Administration, allocates funds to the State of Oregon under the Federal Aid to Interstate Highway's program, but that the state government determines where those funds are used, so to speak.

A. Right.

Q. That determination of where the funds are used is subject to approval by FHWA, is it not?

A. Correct.

Q. All right. And I take it that in, for example, performing location design on a project such as this, an

approval is obtained from the Federal Highway Administration that confirms or supports the state's determination that the section of road in question is substandard, and ought to be improved; is that correct?

A. That's correct.

Q. All right. Similarly, I take it, that the state government receives an approval from FHWA at the time that it determines to proceed with construction design based on the location design; is that also correct?

A. That's correct.

Q. And I assume that the Federal Government also approves the actual issuance of contract documents for bidding purposes, do they not?

A. That's correct.

Q. I take it that in the issuance of documents for bidding purposes, the Federal Highway Administration, to your understanding, has made a commitment to fund a particular portion of the contract price if a contract is awarded; is that your understanding?

A. That's correct.

Q. What document or documents, to your understanding, reflect the commitment of the Federal Highway Administration made at the time documents are put out for bid, to fund a portion of the project?

A. It's called a PS&E, plans, estimates and -- plans,

specifications and estimates, a submittal we make to them and consisting of the contract plans, the contract specifications, and some other forms and I don't know the number of those forms, which list the estimates and so forth on them.

At that time we submit them to Federal Highway Administration, they look them over, examine them, eventually sign off on it and give us a piece of paper back saying we have committed the Federal Government to paying their fair share of this project.

Q. Okay. Where would I find that piece of paper?

A. I suppose we have it in our files someplace.

Q. And by "our files" do you mean the general central file room?

A. I doubt if it's in the general file. I imagine it's in Project Management files.

Q. And where would those be located?

A. Now they're located under Mr. Moring in this building. I don't know what room he's in. And they may be in the general files, too. I don't know.

Q. You called it Project Management files?

A. Yes.

Q. Well, either I've forgotten or you've changed the filing systems around here.

A. How is that?

Q. First of all, do you have something called central or general files?
A. Yes.
Q. And those are in this building?
A. Yes. They're first floor down the hall.
Q. Okay. And who's the custodian of those files?
A. What's her name? Phyllis something. I don't recall the last name.
Q. And ----.
A. Is it Phyllis Lannigan?
MR. HAMPTON: Lannigan.
(Discussion off the record.)
Q. (BY MR. SEIFER) And if I understand your earlier testimony correctly, sir, you do not believe the central files with respect to this particular project would be the complete files of the State of Oregon Department of Transportation with respect to this particular project; is that correct?
A. I really don't know. They might have the complete files. I'm not acquainted with the filing system that well to be able to tell whether all those documents are filed in the central files or whether they're in Project Management files, sir.
Q. Okay. Tell me about Project Management files. Is that something in the construction section?

A. No, it's a section by itself, and it has to do with programming all the stuff we have with the Federal Aid. They're the ones that push the paper between us and the Federal Government.

Q. Very good. I take it that there are on an active project independent files in the construction section, in the bridge section, so forth, during, for example ----

A. I don't know.

Q. Now, the standard specifications for highway construction utilized by the State Highway Division reflect the possibility of alterations in the details of design construction, do they not?

A. Yes.

Q. To your understanding, what documents or regulations are applicable to the participation of federal funds under the Federal Aid to Interstate Highway's program for alterations in the plans which change the cost of the contract work?

A. Well, first it's been an awful long time since I've been involved in any of this, but there are price agreements and force account methods of changing specifications, and the standard forms for those, in which the contractor and the state signs a certain agreement which could change or add to or -- a contract, or even take away from one.

Those then have to be approved by the Federal Highway

Administration as to amounts and it has to be justified with the Federal Highway Administration that we have arrived at a settlement between the contractor and the state that's equitable to both parties.

That has to be justified to the Federal Highway Administration before that approval is secured and then the approval may be secured or may not be in some cases.

Q. The approval that you're talking about is an approval which is a prerequisite to the participation in federal funds, is it not?

A. That's correct.

Q. It's not a necessary pre-condition to making any alteration?

A. No, it is not.

Q. The question of federal approval or a particular approval goes only to the federal participation in the cost of the alteration?

A. - Right. Let me qualify one thing. Certainly they're not going to let us do something even with our funds that they would not agree is standard or that violates design standards.

Q. Fine. I appreciate that. Now, in the event that an alteration is desired by the state, and I'm using that to refer to the Highway Division on all of its levels, and federal participation in the cost of the alteration is also

required, what person or what position within the State Highway Department has the responsibility for securing federal approval if it can be secured?

A. The construction engineer or one of his assistants.

Q. And you earlier made references to Project Management as being the people that keep the paper moving back and forth?

A. Yes.

Q. Is that some kind of an identifiable section of the department or group of people?

A. Yes, it's called the Project Management Section.

Q. Okay. And would the Project Management Section be involved in that process?

A. I'm sure that they have to push the paper. Now, I wish to -- may go -- I don't know how it goes now. May go from construction engineer to the project management man and he pushes the paper through the Feds but I don't know how it goes, but they would have to take care of the paperwork that backs up any of this -- this discussion between construction engineer or his staff, and the Federal Highway Administration.

Q. You would expect that any request for approval of a particular alteration on a project of the nature we've been described would be reflected in the files and records of the Project Management Section, would you not?

A. The paperwork should be there, yes.

Q. And is it the practice of the State Highway Division or has it been during your involvement at the upper management level to withhold a decision on a particular alteration until federal approval is either received or denied?

A. I think that's the general practice, yes.

Q. It's fair to say, is it not, that in some instances federal review and approval can be a time-consuming process?

A. It's fair to say in some instances it can be. I think that in most instances it's almost an hourly, you know, takes a few hours, but I am sure it's fair to say that in some instances it can be a lengthy process.

MR. HAMPTON: I think for just a moment here we'd like to have a brief conference with the witness in the hallway here. Just a second.

MR. SEIFER: Oh. Okay.

(Brief conference outside of deposition room between Mr. Hampton and the witness.)

THE WITNESS: I'm informed by my friend here that project management doesn't keep those type of files. They're in the construction department, so you'd have to look in the construction department.

MR. SEIFER: Thank you, Bryant. Mr. Hampton, at the start of the last session of Mr. Bates's deposition did I make an objection to the present of Mr. J. X. Wilson?

MR. HAMPTON: I don't recall.

MR. SEIFER: Well, if I did I'm making it again for the record.

MR. HAMPTON: Okay. It's noticed in the record. I might -- we'll note -- I've received a communication that Mr. Jordan has no interest in this lawsuit, so we would object for the record to his presence in this particular deposition. I understood that he had an equity interest in the lawsuit, but now that I'm informed that he does not, we would object to him being present.

Q. (BY MR. SEIFER) Mr. Klaboe, the requests for approval for alterations on a project financed in part by Federal Aid to Interstate Highway's program are addressed to what office of the United States Government?

(Reporter read back the preceding question.)

THE WITNESS: The division office of the Federal Highway Administration located here in Salem.

Q. (BY MR. SEIFER) Going back to the general practice of the Highway Division concerning approval of alterations, I believe that you said that the general practice is that decisions on alterations are not made until the Federal Government makes its determination of whether or not it will approve the alteration for funding purposes. Is that the general practice?

A. I believe that's the general practice.

Q. And is it also your understanding that the general practice therefore is to neither prepare nor submit to the contractor involved a proposed form of price agreement until after federal review for approval of funding is concluded?

A. No, I do not think that is correct. I think the price agreement is worked out with the contractor and perhaps if it's a big one and a complicated one, with the federal people right there at the same time.

But I do in many cases -- at least when I was down there having anything to do with this, price agreements were in many cases worked out between the state and the contractor, then submitted to the Federal Highway Administration.

Q. So what is normally withheld, so to speak, pending federal review and approval, is execution of a price agreement by the state?

A. I think that's correct.

Q. In the event that the state determines to make an alteration on a Federally funded project of the nature we've been describing, and requests approval from FHWA for funding purposes, but the approval is denied, are you familiar with any mechanism in the nature of an appeal process that has been utilized between the state and Federal Government to in turn administratively review the denial of approval?

A. Oh, yes, there's always room I think to go back after denial and argue your case some more with them. If you call them an appeal, you're talk generally to the same people again. It's not a practice, nor have I ever known it to happen on a price agreement type thing to go higher than the division office. It's a possibility. I don't recall it ever having happened, but that doesn't mean it couldn't have or hasn't happened. You can go to the regional office, for instance, I suppose, in Portland.

Q. Now, I take it that one of the requirements that arises from the use of federal funds on a project of this nature is a requirement for the preparation, circulation of an Environmental Impact Statement; is that your understanding?

A. Correct.

Q. Is it correct to assume that in practice at least the state has the primary responsibility for the preparation and circulation of this document?

A.. In practice that is correct.

Q. Does the State Highway Division have some particular section or group of people that is responsible for the preparation of Environmental Impact Statement on all projects?

A. Yes, the Environmental Section.

Q. And to what job title is the Environmental Section directly responsible?

A. There's the head of the section itself.

Q. Okay. Let me restate the question. To what job title is the head of the Environmental Section directly responsible?

A. He's responsible to the assistant State Highway Engineer for design.

Q. I take it that you were generally aware during the early 1970's, perhaps the late 1960's, that location design and final design was being performed by the Highway Department in part Federally funded with respect to the section of highway in Roseburg we're talking about, were you not?

A. Yes.

Q. I take it that other than your overall duties as Assistant State Highway Engineer, Deputy State Highway Engineer, State Highway Engineer and State Highway Administrator, you had no particular responsibilities with respect to that project; is that correct?

A. Well, I don't remember when it was designed, but I was assistant State Highway Engineer from about 1965 to about 1971, somewheres in that area, and at that time under my jurisdiction the Design Section reported to me.

I was the head of the Design Section, one of the duties I had at that time.

Q. Well, other than general supervision or general

responsibility, do you recall having any direct participation in any design decisions or any of the design work on this particular project?

A. Oh, I'm sure I did, but I don't recall, but I'm sure I did. I don't recall any particular decisions.

Q. Do you recall, for example, being involved in discussions concerning the proposed method of realignment to alleviate the substandard curvature at Mount Nebo?

A. I don't recall any specific instances, although again I'm sure I was involved in some of the decisions made to realign that highway.

Q. Would it be fair to say that the particular project during the design phase was one of particular note within the state because of the unusual and difficult requirements imposed by Mount Nebo itself?

A. Oh, I would think so, yes.

Q. And during the design phase everyone that was associated with the project was concerned about and was aware of the difficult and unusual features of the project as it's related to the Mount Nebo excavation; is that fair to say?

A. It was a difficult job, no question about it, and I'm sure we were aware of it.

Q. I take it that one of the considerations of shall we say common or frequent discussion during the design phase

was the extent of the excavation for one thing, was it not?
A. I'm sure it was.
Q. Another feature that was commonly considered or discussed during the design phase was the removal of that excavation from the mountain while maintaining traffic on the highway; is that correct?
A. I'm sure it was, yes.
Q. Do you have any recollection as to whether consideration was given during the design phase to closing the highway and somehow handling its traffic in some other manner to permit construction?
A. I have no recollection whether it was or not.
Q. Do you have any recollection of participating in any discussions or being aware of any design considerations given to the disposal of excess material from Mount Nebo prior to the contract documents going out for bid?
A. I don't remember any discussions although I'm positive there were lots of them and I don't recall any.
Q. Why are you positive that there were discussions on that subject?
A. Because of the fact that there was a vast amount, and I don't know how much, rock to dispose in an urban area. That's why.
Q. You're saying that's an unusual feature that would necessarily have resulted in some discussions at the upper

levels of design?

A. Generally unusual feature to have excess material period on a job.

Q. Well, the feature that led to your confidence that the matter was discussed was not the fact that there was excess excavation, but the nature and quantity of the excess excavation given the urban area; is that correct?

A. I presume so. I don't recall any specific conversations. I'm guessing here on that.

Q. Do you recall that the contract documents contained a provision to the effect that the contractor would dispose of the excess materials?

A. I don't specifically recall, but that was the standard way of doing business.

Q. That was a standard way, so to speak, that the state had dealt with excess materials for as long as you can remember, isn't it?

A. Yes, when there were excess materials.

Q. And by the "standard way", I'm suggesting that that was the method of disposing of excess materials that was utilized in at least almost every contract where excess materials would in fact occur; is that correct?

A. I think so.

Q. To your knowledge, had the state ever been involved in discussions with the Federal Highway Administration about

the acceptability of that kind of a contract provision?
A. Well, I'm sure that the fact that they sign off on all our contracts and those provisions are in those contracts, that they are aware of it and approve of it.
Q. Okay. To your knowledge, had the state ever been involved prior to the Nebo job in litigation concerning the propriety of that kind of contract clause?
A. I can't recall offhand whether we had or not.
Q. All right. You don't recall any such litigation?
A. No.
Q. And it's fair to say, is it not, sir, that the common practice of the State Highway Division in contracts having excess materials and having that type of clause was to permit the contractor to dispose of it as the contractor saw fit so long as the state was assured that he was complying with whatever laws and regulations might be applicable to his operation?
A. That's correct.
Q. And at the time that the Nebo project was put out to bid, that was the intent of the state with respect to this contract, was it not, as far as you knew?
A. As far as I know.
Q. Were you made directly aware of the results of bids received with respect to the Nebo project?
A. When was the job bid, 1974? I must have been. I don't

recall.

Q. Do you have any recollection of any question being raised by either yourself or any response I believe official of the state as to either the responsibleness or the responsiveness of the bid of S. D. Spencer and Son?

A. I don't recall any.

Q. Do you recall any concerns or questions being raised as to the reasonableness of the bid at the time that bids were opened?

A. No, I don't. I don't recall at all. It's a possibility that the bid was perhaps more than ten percent over the engineer's estimate, which would have then triggered a mechanism with us in the Federal Highway Administration to get approval to exceed that ten percent figure, but I don't recall whether that was the case here or not.

Q. Do you have any recollection that the bid was more than ten percent under the engineer's estimate?

A. No.

Q. To your experience, would that have triggered any kind of mechanism if that had been the case?

A. No.

Q. Do you recall either having or hearing any concerns being expressed about whether or not Spencer's bid contained any kind of a mistake?

A. I don't recall.

Q. Do you recall having any concerns or hearing any concerns expressed at or after bid-opening about any particular disparity in the bids received for the project?

A. No, I don't recall of any.

Q. As far as you can recall, bids were open, read and evaluated by the state in the normal course without any unusual considerations; is that correct?

A. As far as I can recall.

Q. I take it that the state sought FHWA approval for award of contract to the low bidder; is that your recollection?

A. Yes.

Q. I take it you received FHWA approval for an award to Spencer; is that correct?

A. Must be.

Q. And do you recall in either seeking or receiving approval from the Federal Highway Administration being made aware of any concerns on the part of the Federal Highway Administration about the responsiveness, responsibility or reasonableness of the contractor's bid?

A. I don't recall any.

Q. When did you first learn that there might be a problem with the Mount Nebo project?

A. By memory again, when we were sued by some gentleman down there that had -- I forget whether he owned the

disposal site or was adjacent to it or something but we were sued in Federal Court.

Q. Do you recall what your job title was at the time that that happened?

A. Yes, I was State Highway Engineer.

Q. And do you recall with whom you most immediately discussed what this lawsuit was all about and what it might mean to the project?

A. Federal Highway Administration, I don't recall, but I'm sure our attorneys, they were the -- it was a lawsuit filed against us, so our attorneys certainly discussed -- it was discussed.

Q. So you're saying you discussed it most immediately with the Federal Highway Administration and your attorneys; is that correct?

A. I'm going on memory. Again, that would be my reaction.

Q. Do you have any recollection discussing it, for example, with construction sections or with the region offers or with the job office immediately after learning of the litigation?

A. Oh, I'm sure we did. I don't recall the specifics of it but I'm sure we did.

Q. Do you remember who the region engineer was at the time?

A. I guess it was Bud Shirley. I can't recall.

Q. Do you recall who the resident engineer for the state

was on the project?

A. Yes, Al Bates.

Q. And do you recall what people at the Federal Highway Administration you were involved in any discussions with about this litigation shortly after it was filed?

A. Well, I'm sure the division engineer was Glen Green, who was the division engineer then and I don't recall others, but undoubtedly others.

Q. Did you have any involvement whatsoever in the selection of Mr. Bates as resident engineer?

A. No.

Q. To the best of your knowledge and understanding, who made that selection?

A. The region engineer. I don't know whether it was division engineer there then but the region engineer.

Q. Do you recall when you first learned that Mr. Bates had been selected as potential resident engineer for the project?

A. No.

Q. Did you give any consideration to his selection after you learned about it?

A. Not that I recall.

Q. Well, did you have any thoughts or opinions to yourself that he was a particularly good or particularly bad man for the job?

A. My opinion of Al Bates is he's a very competent

engineer.

Q. And, in fact, sir, it's fair to summarize your thoughts upon learning of Mr. Bates's selection, that he was a particularly capable fellow for a particularly difficult job; isn't that fair?

A. That's correct.

Q. And indeed I take it you've been acquainted with Mr. Bates for as long as you've worked in the top management position with the Highway Department, have you not?

A. Yes, for a long time.

Q. Would it be fair to describe his reputation within the State Highway Department as being one of the more capable resident engineers in the employ of the state?

A. Yes, it would.

Q. And I take it that during the time that you were State Highway Administrator you had every confidence in Mr. Bates' ability properly to administer a difficult project of this nature?

A. Yes.

Q. I take it that you would also have a fair amount of confidence in Mr. Bates' observations and opinions relative to the nature and progress of the work, would you not?

A. Sure.

Q. Do you recall from whom you obtained your first understanding of what it was Spencer proposed to do with the

excess materials at Mount Nebo?

A. No.

Q. Do you recall getting briefed on that subject after the litigation was filed?

A. Yes.

Q. Do you recall who participated in the briefing?

A. I recall it because I read correspondence, the memo on that briefing just recently.

Q. Okay. That's fine. All right.

A. And I was there-and I believe Mr. Colter was there, attorneys for the Federal Highway Administration, guy named Jim Zotter, our attorney, gentleman named Lahey, Federal Highway people, I think Glen Green, and I think Mr. Spencer was there, I'm not sure.

Q. You're talking about a briefing that occurred in November of 1974?

A. Well, could I refer to those ----

Q. I'd appreciate it if you would, sir.

A. Okay.

(Discussion off the record.)

THE WITNESS: November 29th.

Q. (BY MR. SEIFER) All right. Fred, I don't want to be disagreeable, but I think the record will reflect that the lawsuit was filed in early June, or perhaps middle of June, and I would think it highly likely and in fact probably true

that you got a briefing about Spencer's proposed disposal of the excess materials long before November. Wouldn't you tend to think so?

A. Oh, yes. Sure, I'm talking about this meeting here.

Q. Okay. I'm aware of that meeting and what I was looking for was the people that you met with to get your first understanding of what it was Spencer proposed to do with the materials that had given rise to a lawsuit.

You have any recollection of anything like that in June of 1974?

A. Yes, the summer -- somewheres along there, yes, and it was our people, Colter, myself, and maybe Al Johnson, I think.

Q. Mr. Shirley involved, to the best of your recollection?

A. I think so.

Q. Mr. Bates involved?

A. I don't remember.

Q. And do you have a recollection of having explained to you or shown on plans the Gaddis Park area?

A. I know where it is and I guess I do, yes.

Q. And was it explained to you that Spencer had an arrangement with the City of Roseburg to improve the city park in consideration of being able to haul materials across the park to the Gaddis Park site?

A. Yes.

Q. Was it explained to you that Spencer intended to haul materials along the right-of-way adjacent to new construction from the cut to the river and on up to the park and all that?

A. I think so.

Q. Okay. Somebody explained all that to you?

A. Yes.

Q. All right. And did you understand, that the litigation contended that the entire process of waste disposal, excess materials disposal from Mount Nebo, ought to be the subject of an Environmental Impact Statement under Federal Law?

A. Yes.

Q. You were involved during that summer, were you not, sir, in a variety of considerations within the State Highway Department in an attempt to prevent any delay to the project?

A. Right.

Q. I take it that one of the concerns was that both the cost of the project and the safety of the traveling public made it highly desirable that delay be avoided or minimized; is that correct?

A. Correct.

Q. You were concerned, were you not, personally, that a lengthy delay to the project as a result of this litigation would result in large payments required to be made to the contractor?

A. It's possible.

Q. Okay. And I take it that one of the principal considerations given by the top management of the State Highway Division to the Mount Nebo project during the summer of 1974 was how to avoid or minimize delays that this litigation might cause?

A. That's correct.

Q. And frankly your office and the people that you worked directly with were a lot more interested in the lawsuit than you were about particular job problems on the Mount Nebo project?

A. Well, they're interrelated.

Q. All right. That's an inartful question. Let me try it again.

At the start of any major construction project there are lots of things going in terms of mobilizing equipment and adjusting final design if necessary or surveying and layout and staffing state positions and so forth. The feature of the Mount Nebo project which attracted your attention most directly in the summer of 1974 was the lawsuits and the possibility to delays that might result from that lawsuit; is that correct?

A. That's correct.

Q. I take it that one of the things that the state determined to do was to attempt to perform some kind of an

environmental assessment in the shortest possible time with the hopes of conforming with the spirit, if not the letter, of the federal legislation if in fact an Environmental Impact Statement was required.

MR. HAMPTON: We would object to the form of that question. Sort of implies that we're interested in not conforming with the law and ask that it be rephrased.

Q. (BY MR. SEIFER) That's a good idea. What's the first thing the state did with respect to the litigation by way of attempting to avoid or minimize delays to the project, as you recall it, Mr. Klaboe?

A. Well, conform to whatever the judge told us to do, and I don't remember what that was but I presume he said, "You can't dump into Gaddis Park or that place you had until you have an Environmental Impact Statement, and therefore start preparing an Environmental Impact Statement on the disposal sites."

Q. Don't you recall, Mr. Klaboe, that even prior to there being any hearing in Federal Court, the state preparing an environmental assessment with respect to the excess materials from Mount Nebo and the proposed waste sites?

A. Before we were sued?

Q. After you were sued but before any kind of hearing was held with respect to any hearing or other preliminary relief.

A. I don't recall.

Q. Could have happened but you don't recall?
A. Yes.
Q. Do you recall having a concern that the consequences, economic consequences, of a delay resulting from the litigation to the state would be possibly increased if the state had approved the contractor's waste site and haul route at the time of the court hearing?
A. I don't understand that.
Q. Do you recall after the lawsuit was filed having the fear, if I can use that word, that the state would be in a worse position if it had gone ahead and approved the contractor's waste site, than it otherwise would have been in?
A. As I recall it, that we were enjoined from using that.
Q. Talking about prior to any injunction, sir.
A. I don't recall.
Q. Do you recall directing the region engineer to withhold any approval of the contractor's proposed methol of disposing of the materials until after the court had issued its ruling?
A. No, I don't recall.
Q. Do you have any knowledge or recollection as to whether the state did in fact withhold any approval of the contractor's proposed methods for dealing with the Mount Nebo waste until after the court had made its ruling?

A. I don't recall.

Q. All right. I take it that if you and Mr. Shirley had had such a discussion, it would have been a lot fresher in your mind in the summer of 1974?

A. Lot fresher than it is today.

Q. Yes. That's what I meant.

A. Yes.

Q. And I take it it would have been a lot fresher in Mr. Shirley's mind in the summer of 1974 if you had such a conversation; would you agree with that?

A. I agree with you.

Q. And whatever Mr. Shirley said under oath about such a conversation in the middle of 1974 might be more reliable to you than your recollection today; is that correct?

A. Oh, I believe that's right, yes.

Q. Okay. Since you've mentioned it several times, I take it you do recall that Judge Burns enjoined the disposal of any waste except in job embankments until an Environmental Impact Statement had been prepared and circulated.

A. I believe there were other ways areas specified in the contract that we used, the Fairgrounds, to be specific, and that those waste areas were set up in the contract and in certain amounts, and, as I recall, we continued to haul into those Fairground waste areas, and I think under the -- with the permission of the judge.

Q. Let me try and refresh your recollection a little bit ----

A. Okay.

Q. -- by suggesting that the court's order was that no materials could be hauled except into job embankments until an Environmental Impact Statement had been prepared and circulated, but that with the concurrence of the plaintiff who had filed the lawsuit, the Court in essence amended his ruling to also include the mandatory fill sites where the haul would not be to the north.

A. Okay.

Q. Okay.

A. Isn't that what I said?

Q. I think we're pretty close.

A. Okay.

Q. Off the record.

(Discussion off the record.)

Q. (BY MR. SEIFER) Now, during the summer of 1974, do you recall being involved in any discussions with representatives of the State Highway Department or the Federal Highway Administration about the advantages or disadvantages of hauling the excavated materials to the north as opposed to the south?

A. I don't recall any specific conversations but I would say that I'm sure that there were those conversations.

Q. And would you say that you were sure that you were involved in some of those conversations?

A. Very likely I was.

Q. All right. Did you visit the job site at any time during the summer of 1974?

A. I don't remember.

Q. You could have; you don't remember?

A. Yes.

Q. Okay. You did have a recollection and an understanding, did you not, that the contractor's proposal was to haul materials off the north end of the cut along the new construction, across the river and into Gaddis Park?

A. Yes.

Q. You do recall having an understanding, do you not, that the contractor intended to use off-highway hauling rigs for that haul?

A. I don't recall.

Q. You don't recall that specifically?

A. No.

Q. Do you recall concerns being expressed to you by representatives of the state about the disadvantage that would occur if the contractor had to run those hauling rigs back under the excavation in order to haul to the south?

A. Same answer: I don't recall.

Q. Well, you've seen the plans for the project, haven't

you, sir?

A. Not since years ago.

Q. Well, you have a general recollection of what was going on there?

A. Yes, general.

Q. All right. Can you think of any disadvantages in having haul rigs come off the north end of the cut and run back under the bottom of the cut to the south?

A. I suppose the distance would be longer haul.

Q. Think it might be dangerous?

A. I don't see why.

Q. Okay.

A. You mean because loose rock up there?

Q. Well, anything you can think of.

A. It's possible, I suppose. Loose rocks up there from the shots might be dangerous.

Q. Think it would be possible to conduct loading operations at the top of the cut and hauling operations underneath the bottom of the cut at the same time, with safety to men and equipment?

MR. HAMPTON: We would object to this line as being speculative at this time. The witness has testified that he's involved in administrative capacity and you've questioned him regarding that, and we would object to this line of questioning and direct him not to answer the

questions.

MR. SEIFER: And direct him not to answer?

MR. HAMPTON: Yes.

MR. SEIFER: On the grounds that he's not qualified?

MR. HAMPTON: Just that it's speculative at this time.

MR. SEIFER: What's speculative about the project, sir?

MR. HAMPTON: Because he's already testified that he's not involved in that function.

MR. SEIFER: I want to know if you're refusing to let this witness answer questions about the safety features of excavation, removal of materials from Mount Nebo on the grounds that he's not qualified.

MR. HAMPTON: I am not objecting to him being inquired as to his knowledge or discussions of it. I am objecting to having this witness speculate about possibilities that is not related to his functions concerning this project.

MR. SEIFER: And you're instructing him not to answer?

MR. HAMPTON: I'm instructing him not to answer abstract, speculative questions such as the one that you formed.

MR. SEIFER: Speculation is an object as to form,

isn't it, counsel, and those are reserved? If you're instructing this witness not to answer on the basis that either because of past experience or particular acquaintance with the job he is not qualified to testify about construction methods and means, I'd like to know that.

MR. HAMPTON: Mr. Klaboe is a highly qualified engineer who has had much experience. On the other hand, this is just an exercise in speculation ----

MR. SEIFER: On his part?

MR. HAMPTON: It's abstract and we would object to questions along that line.

Q. (BY MR. SEIFER) All right. Mr. Klaboe, do you have a meaning that you attach to the word "abstract"? To me it means apart from reality. Is that something like what it means to you?

A. Far out?

Q. Yes.

A. I guess.

Q. To your understanding, is there something called Mount Nebo in this state?

A. Sure.

Q. Have you ever seen it?

A. Yes.

Q. You're satisfied that it's there?

A. Yes.

Q. Okay. Is there anything abstract about Spencer's project in your mind in terms of whether or not it really existed?

A. No.

Q. Okay. You're satisfied that there was a project to improve I-5 from the Fairgrounds Interchange to the Garden Valley Interchange, are you not?

A. Yes.

Q. All right. And you're reasonably satisfied that a large quantity of materials came off of Mount Nebo in order to construct that improvement, aren't you?

A. Yes.

Q. All right. And you're familiar enough with construction to know that those materials were moved by men and equipment, are you not?

A. Sure.

Q. Okay. Now, can you identify any respects in which the removal of excavated materials from the Mount Nebo cut at the north end and hauling them back under the cut toward the south would be hazardous if conducted simultaneously with a loading operation at the top of the cut?

MR. HAMPTON: We'd make the same objection, that since the witness is not directly familiar with the operation, he had certain functions to perform, that as far as this particular witness is concerned, the question would

call for speculations and not within the scope of his activities as far as this project was concerned.

Q. (BY MR. SEIFER) Thank you. You can go ahead and answer.

A. Question again?

(Reporter read back the preceding question.)

THE WITNESS: Well, I suppose it depends on the contractor's proceedings, how he was performing the work. I suppose it could be coordinated so that there was very little hazard, and it would be up to his operation on how he did it, whether it would be hazardous or not. I'm speculating. I don't know particulars about this hauling operation to be able to talk intelligently on whether the hazards exist or not.

Q. (BY MR. SEIFER) Okay. When you say it could be coordinated, I take it what you really mean is that loading and hauling underneath the loading operation could be done at other than the same time; that's what you mean by "coordination"?

A. That's one way of doing it, yes.

Q. Can you think of any others?

A. I suppose it could be -- I just don't know, you know, where he was loading on top and where the haul route might be underneath it, so I can't even tell you whether it's a possibility of those rocks or some rocks from the loading

operation could fall down below.

Q. Well, if rocks could fall down that would be hazardous, wouldn't it?

A. If rocks would fall down,could be hazardous. Things like fallout areas, and there are barriers that you can construct to keep rocks from falling and so forth.

Q. Did you ever see this job during the course of construction at any time?

A. Yes, once, I remember going through when I was taking a trip down there, and going through the job.

Q. Do you recall there being any kind of a barrier or fallout area?

A. There was a timber bulkhead of something, I recall, on the -- close to the area.

Q. Heard that described as a log barrier. Does that sound familiar?

A. Yes.

Q. Okay. You don't remember where that was constructed in relation to the rest of the improvements?

A. It was in the Mount Hebo area, but I don't recall where it was on the mountain.

Q. What about on the highway?

A. No, I don't recall whether it was ----

Q. Do you recall what kind of a fallout area the contract drawings provided for this work?

A. No, I don't.

Q. Do you recall concerns being expressed repeatedly during the design phase over the adequacy of the fallout area in terms of its size?

A. No.

Q. I take it that the adequacy of the fallout area was necessarily and directly related, as you understood it, during the design phase to whether or not the highway could be kept open for the traveling public during the course of construction.

A. We wanted to keep the highway open, so I presume what you're saying is correct.

Q. Well, what I'm driving at is during the design phase, the location of Mount Nebo was fixed, was it not?

A. The location of the ----

Q. Of the mountain.

A. Yes.

Q. That was something that couldn't be ----

A. Yes.

Q. All right. And the location of the existing highway was pretty well fixed, was it not?

A. Right.

Q. All right. And if you're going to keep the highway open and take the materials off of Mount Nebo the fallout area was what he had left in between, was it not?

A. Yes.

Q. All right. And if the state desired to have a larger fallout area, it might mean that you couldn't keep the highway open; isn't that correct?

A. Either that or you have to build a job or design it in such a way that the fallout area was constructed early in the project.

Q. Okay. Do you recall the time period that was contemplated after the court made its ruling for the preparation and circulation of an Environmental Impact Statement?

A. No, I don't.

Q. Do you recall generally the procedures utilized by the state in the preparation and circulation of an Environmental Impact Statement where one was required?

MR. HAMPTON: Excuse me. I'd ask that the question be clarified to say whether he's familiar with the general proeedure followed generally or the procedure followed in this particular case.

MR. SEIFER: I thought the question was pretty specific that I'm looking for the general procedure.

THE WITNESS: General procedure is to look for the alternates, in any Environmental Impact Statement. You look at several alternates for doing the job you're going to do and in this case they would have looked for several

alternates for disposal areas for the material.

They would be investigated by our Environmental Section and our Engineering Section, our Archaeology Section to see the suitability and what the consequences of those disposal areas would have on the environment.

For instance, you don't throw rock in the middle of the river. That's one example, and what it might do to the drainage in the area the disposal site was going to go on, and generally speak to those issues in a document called Environmental Impact Statement, and mitigate those, if damage can occur, take whatever steps are necessary to mitigate those damages.

Q. (BY MR. SEIFER) And do you also recall that the process requires that this document, the EIS's, be circulated to certain interested parties?

A. It is, right.

Q. Do you recall that there's a statutorily set period for comment to be made back on it and then that the comments together with the revised Environmental Impact Statement are published as a final Environmental Impact Statement and filed with the Federal Government?

A. That's the way it is now.

Q. And that's the way it was then, isn't it?

A. I don't remember. The Environmental Impact Statement business was very new back in this area.

Q. Do you recall having a concern at the time of the Court's ruling that the timeframe for what it was the Court had required the state to do was going to require some period of time, some number of weeks or months?

A. Yes, it certainly must have.

Q. And it was your understanding that disposal beyond the contractually designated mandatory waste sites and the project embankments could not under the Court's injunction be pursued until that process had been completed, was it not?

A. I believe that's correct.

Q. Okay. You were also aware that one of the mandatory waste sites was the Douglas County Fairgrounds?

A. Yes.

Q. Do you know how that happened to be a mandatory waste site under the contractor? Do you have any information in that regard?

A. I believe that they wanted material in there to raise the elevation of some of the area.

Q. Did this come to your attention before the lawsuit or after?

A. It was -- wasn't it in the specifications and plans to do that? So it must have been the request by the county or the request to dispose the material on the county land prior to the lawsuit.

Q. Let me ask you the question a different way. Did you

read the plans and specifications for this project at any time prior to the bids being solicited?

A. I don't think so.

Q. Okay. Did it come to your personal attention that the Douglas County Fairgrounds was a mandatory disposal site under this contract prior to the time the lawsuit was filed?

A. I don't recall.

Q. Okay. Certainly that fact came to your attention after the lawsuit was filed.

A. Yes.

Q. Okay. Were you aware of conversations between the state, the county, and the contractor, about the possibilities of increasing the amount of material to be placed at the Fairground?

A. Yes.

Q. Was it your hope and expectation that an increase in the amount of materials placed at the Fairgrounds would minimize delays to the project?

A. Yes.

Q. Was it your hope and expectation that materials in excess of those originally designated to be placed at the Fairgrounds could be placed at the Fairgrounds prior to the time the Environmental Impact Statement was prepared, circulated, revised and finally published?

A. Yes.

Q. Okay. And if that would happen it was your hope and expectation that the state could be spared some of the expense of delays to the project; is that correct?

A. Versus shutting the job down, the answer is yes.

Q. Right. And in fact if the embankments had been constructed and the mandatory waste sites had been filled before the Environmental Impact Statement was ready to be filed with the Federal Government, the job would have to be shut down substantially, would it not, sir?

MR. HAMPTON: I think we would object to that as being speculative. It's something that didn't occur.

MR. SEIFER: Well, I'd like to get to him say it didn't occur.

THE WITNESS: Well, again, I don't know whether that's a correct statement or not. There was a lot of other work on that job that had to be done also.

Q. (BY MR. SEIFER) Okay. Fred, at the meeting that is the subject matter of the letter sitting in front of you, in November of 1974, both the state and the contractor and the Federal Government had their backs to the wall about what to do with the material that was coming off of Mount Nebo, did they not?

A. Yes.

Q. You were made aware at that point in time that the project embankments had been substantially constructed, were

you not?

A. I think so.

Q. And you were made aware that the contractually specified quantities had already been placed into the mandatory fills including the Fairgrounds, were you not?

A. I think so.

Q. And unless more materials went into the Fairgrounds, there wasn't anyplace for them to go; isn't that your understanding at the time?

A. That's my understanding.

Q. And if there's no place to put the excavated material once you fill up all the trucks, there's not much excavating that can be productively done; isn't that your experience?

A. Yes.

Q. Okay. Off the record.

(Discussion off the record.)

Q. (BY MR. SEIFER) And it was in that context that there was a meeting in the bid opening room across the hall with lots of people there representing the state, Federal Highway Administration, and the contractor in November of 1974; do you recall that?

A. Yes.

Q. You attended that meeting.

A. Yes.

Q. Now, at the time you attended it, you were the State

Highway Engineer, were you not?

A. Yes.

Q. And the purpose of the meeting, as you understood it, was to try and figure out what to do to keep the job moving?

A. Right.

Q. Mr. Klaboe, you have in front of you a copy of a letter that's addressed to me from the -- I believe the Chief of the Trial Division the Attorney General's office; is that correct?

A. John Lahey, Chief Trial Counsel.

Q. Yes. Dated November 29, 1974.

A. Right.

Q. And in that copy I take it is something that you obtained from your personal files to look at prior to giving your deposition today; is that correct?

A. No, I don't have any personal files. It was obtained from the general files, I presume.

Q. Who gave you that letter?

A. Bryant.

(Discussion off the record.)

MR. SEIFER: Let's mark this as the next exhibit. Mr. Hampton, would you not agree that it would be desirable to number deposition exhibits in this case consecutively irrespective of the witness at the time of the deposition? If you have an objection, I'm sure we can ----

MR. HAMPTON: My own reaction is that it keeps things more simple to have them numbered separately. However, I have no objection if you desire to continue with Mr. Klaboe in the fashion you --

MR. SEIFER: Fine. We'll mark that as Exhibit 89, which is next in the sequence.

(Deposition Exhibit 89 marked for identification.)

Q. (BY MR. SEIFER) Mr. Klaboe, you're shown as having received a copy of Exhibit 89. Is it your recollection that you did?

A. Yes.

Q. And, to the best of your recollection, is the letter which has been marked as Exhibit 89 accurate for what it purports to say?

A. Yes.

Q. Was it in fact the position of the Oregon State Highway Division on November 29, 1974, it was liable for increased costs resulting from the use of the Fairgrounds site as opposed to the originally planned Gaddis Park site?

A. Yes.

Q. At the time this letter was written was it the intent of the Oregon State Highway Division to negotiate with Spencer a reasonable amount reflecting such costs?

A. Yes.

Q. And was it your understanding as of December 21, 1971, that the Federal Highway Administration was agreed to participate in such extra costs?

A. Yes.

(Brief recess.)

(Deposition Exhibit 31 marked for identification.)

Q. (By Mr. Weber) Mr. Slocum, what I've marked, having been marked as Exhibit 31, is a copy of a letter from Mr. Lopez, Chief Trial Counsel of the Department of Justice of the State of Texas, addressed to Mr. [illegible] Colter, Assistant State Highway Officer, dated April 19, 1971, is it not?

A. Yes.

Q. And is you recognize that as a copy of a letter from the Department of Justice to your assistant, Mr. Colter, concerning the Kent case project?

A. Yes.

Q. Do you recall at any time any discussion with [illegible] by the State Department of Justice to the Highway Division for the Highway Division's discussions with the Federal Highway Administration?

A. Well, I don't recall having seen it. After I [illegible]

[illegible], Court Reporter

read it first.

Q. All right. Please do.

A. Now, what was the question?

Q. Do you recognize that as a letter furnishing the opinion of the Attorney General's office to the State Highway Division?

A. Yes.

Q. Okay. And do you recall that your interest in that opinion was as a part of your discussions with the Federal Highway Administration?

A. I'm sure that's the case. I don't recall.

Q. All right. Is there any statement in the letter that you disagree with?

MR. HAMPTON: We would ask that the question be made a little bit more definite as to whether you're refering to the legal conclusions of Mr. Lahey or some of the factual recitations that he makes in there.

MR. SEIFER: Well, let's hear what he disagrees with first and then we can get his competency on it, second.

THE WITNESS: I don't see any specific thing that I disagree with. It's a legal opinion handed to us by the counsel concerning legal matters.

Q. (BY MR. SEIFER) And certainly you did not have any discussions with Mr. Colter at the time he received it about any specific feature of that legal opinion, did you?

A. I don't remember.

Q. That you recall?

A. I don't ever remember seeing this letter, but ----

Q. Are you aware of any purported statements of fact in the letter that you disagree with?

A. No.

Q. Okay. Was it in fact your understanding as State Highway Engineer in April of 1975 that all additional costs incurred by Spencer by being required to use the alternative disposal site, i.e., the Fairgrounds instead of Gaddis Park were the liability of the Oregon State Highway Division?

A. That's the opinion of the attorney, yes.

Q. And was that the position of the State Highway Department at the time?

A. Yes, I think so.

Q. Okay. Have you reached an opinion as to the extent of additional costs actually incurred by Spencer by being required to use the Fairgrounds site instead of Gaddis Park?

A. No.

Q. Have you ever been asked to form such an opinion?

A. No.

Q. Have you ever made any analysis in an attempt to form such an opinion?

A. No.

Q. Have you ever been under the opinion that you had any

responsibility to reach such an opinion?

A. Well, the responsibility, of course, I suppose everything -- the buck stops here type of thing, is what you're saying -- the responsibility had been delegated to the project engineer, the region engineer and the construction engineer for reaching those conclusions.

Q. When did you delegate that responsibility?

A. Oh, I don't know. Sometime ----

Q. Well, approximately when?

A. 1973, 1972.

Q. 1973? The contract was let in 1974.

A. Sometime prior to the contract.

Q. Being let?

A. Yes.

Q. All right. Is that a written delegation?

A. Yes.

Q. Does it cover all projects or substantially all projects?

A. Yes.

Q. Is that the same delegation that's still in effect today?

A. As far as I know.

Q. And, to your understanding, to whom does that delegation run from the State Highway Engineer?

A. To the construction engineer, and to the Assistant

State Highway Engineer in charge of construction.

Q. All right. And at the time of his receipt of this letter, Mr. Colter was the Assistant State Highway Engineer in terms of construction, was he not?

A. That's right.

Q. And you do not have any opinion today is as to whether or not the contractor has in fact received reimbursement for all additional costs incurred by Spencer by being required to use the Fairgrounds site instead of the Gaddis Park site, do you?

MR. HAMPTON: Excuse me. We would object to that question and instruct the witness not to answer it. That is the subject matter of this litigation to determine if any additional compensation is due the contractor, and we would object to the witness answering that question.

MR. SEIFER: Well, Les, it's been our practice not to argue too much about objections even when you instruct the witness not to answer, but if someone has an opinion as to a critical issue in the litigation, it seems to me I'm entitled to discover what their opinion is, don't you think?

MR. HAMPTON: That might be true, but not to the direct merits of the lawsuit. Here you're ----

MR. SEIFER: Could I ask the court reporter to read the question back and if you want to stand by your instruction, then this is not the place to resolve it, but I

would ask to listen to the question again?

(Reporter read back the preceding question.)

MR. HAMPTON: Yes, I think, Dan, that that does go just to the direct question that's to be resolved by the litigation. If you wanted to ask his recollection as to whether price adjustments had been made, if that's the line of the question, I'd have no objection to that, but as to whether or not the state has an obligation to make additional payments, whether or not he has an opinion is not -- in other words, that is the direct question involved in this litigation, and in my opinion he is not required to answer that question.

MR. SEIFER: Well, what he's required to answer ----

MR. HAMPTON: Well, obviously if you disagree, Judge Sloper presumably ----

MR. SEIFER: All I want on the record, Les, is your instruction that he not answer it.

MR. HAMPTON: That is what I'm saying.

MR. SEIFER: Thank you.

Q. (BY MR. SEIFER) Let me ask you some other questions, Mr. Klaboe. Do you have any understanding as to the extent of all or any part of the costs incurred by the contractor by being required to use the Fairgrounds instead of Gaddis Park on this project?

A. No.

Q. Do you have any understanding of the nature or extent of costs that would have been incurred by the contractor in performing the work if he had be able to use the Gaddis Park site?

A. No.

Q. So I can safely assume that if you don't have any understanding of either of those that you don't have any understanding as to the nature or extent of the difference.

A. That's correct.

Q. Okay. Now, when did you cease to be the State Highway Engineer, if you recall?

A. I think it was in the summer of 1976, but it could have been the summer of 1975 also. I don't recall.

Q. And at any time prior to the time that you ceased to be the State Highway Engineer, did you form any opinion or have any understanding as to the nature and extent of the costs that I just asked you about, and, for the record, first were the costs incurred by the contractor in using the Fairgrounds site, and second were the costs that would have been incurred by the contractor using the Gaddis Park site and the third was the difference?

A. What was the fourth question?

Q. And the question was did you at any time prior to leaving the position of State Highway Engineer form any

opinion or have any understanding as to the nature and extent of those costs?

A. I don't believe so.

Q. Do you recall that Section 10402 of the Gold Book with respect to compensation refers to Section 10904 of the Gold Book?

A. No, I don't recall. You want me to read it?

Q. Okay. If that would refresh your recollection.

A. Section 10402 does what?

Q. As it relates to compensation makes references to Section 10904.

A. Right.

Q. Okay. Is it your understanding that Section 10901 of the Gold Book requires in certain circumstances the engineer to make a determination as to the amount which may be fair and equitable?

A. Yes.

Q. All right. And isn't it your understanding that the engineer described in Section 10904 is described in Section 101.02 of the Gold Book?

A. Yes.

Q. Okay. So there is no uncertainty in the record, with respect to the issues in this litigation, the State Highway Engineer acting directly ----

A. Or through ----

Q. No, acting directly has not made any determination of the amount that would be fair and equitable; is that correct?

A. That's correct.

Q. Okay. Well, to your knowledge, has the State Highway Engineer in any fashion made any determination as to the compensation which would be fair and equitable by the requirement of using the Fairgrounds disposal site instead of Gaddis Park?

A. Well, not this State Highway Engineer.

Q. The State Highway Engineer.

A. I don't know.

Q. You don't know whether any State Highway Engineer either acting directly or through his designated representatives has ever made any determination as to the amount of compensation which would be fair and equitable by reason of the change from the Gaddis Park site to the Fairgrounds site; is that correct?

A. Well, you're twisting it.

MR. HAMPTON: Excuse me. We would object to the form of the question in that it appears to assume that that particular portion of the specification is applicable, which may or may not be the conclusion of this litigation, and instruct him not to answer the question in the form presented.

Q. (BY MR. SEIFER) Has any State Highway Engineer acting either directly or through authorized representatives, to your knowledge, made any determination as to what if any compensation is fair and equitable for the change in the waste sites on the Mount Nebo project?

A. Yes.

Q. All right. Tell me, first of all, what State Highway Engineer we're talking about.

A. Or or his representatives, I'm talking about.

Q. Okay. Well, let's identify first of all the individual who was State Highway Engineer at the time this determination was allegedly made.

A. I don't know whether it was but I presume I was.

Q. You assume that you were the State Highway Engineer?

A. I assume I was.

Q. And I take it from your earlier testimony that you certainly did not participate in this determination; is that correct?

A. I don't recall having participated.

Q. All right. So it must have been done through your duly ----

A. Authorized representatives.

Q. Is that correct?

A. That's correct.

Q. All right. Tell me what individuals constituted your

duly authorized representatives at the time this determination was made.

A. Carol Keesey, was the construction engineer -- construction engineer, and the Assistant State Highway Engineer.

Q. And who were the people that occupied those positions at the time this determination was made?

A. Scott Colter was the Assistant State Highway Engineer and Carol Keesey was the construction engineer.

Q. And when was the determination made?

A. I don't recall.

Q. Approximately.

A. 1975 sometime.

Q. And where is the determination reflected, in what kind of a document?

A. It would be in a price agreement type of document.

Q. You're refering to a price agreement for haul cost differential?

A. I don't know what's in the price agreement, I don't recall, but, yes, that would be one of the elements of it.

Q. All right. You aware of any other elements that would be involved in this determination?

A. No.

Q. How would I go about finding this determination?

A. The document?

Q. Well, the document that reflects the determination that you said that Mr. Colter and Mr. Keesey made on your behalf.

A. I suppose they're in the files. I suppose you have a copy of that document.

Q. Well, is that because it's an executed price agreement?

A. Yes.

Q. Are you aware of any determination made with respect to the change in disposal cites which is not reflected by a price agreement?

A. No.

Q. Okay.

Q. Are you aware of any pending claims for additional compensation on this project?

A. Yes.

Q. When did you first become aware of such claims?

A. I don't recall.

Q. Well, was it during the job, since the job, yesterday, seven years ago?

A. Well, I don't recall when I first became aware of it. I do recall correspondence from Mr. Spencer within the last six months or so saying, "Where is my claim"?

Q. Did you know what he was talking about?

A. I think I must have, yes.

Q. Where did you find that his claim was at the time that you got that?

A. It was being processed.

Q. How long had it been in the being processed phase?

A. I don't know.

Q. Did you make any investigation as to how long it had been in the being processed phase?

A. Yes, we asked him where it was and I think the answer we got back, if I recall, we were waiting on information from the contractor.

Q. Who did you get that answer from?

A. I don't recall.

Q. You don't know who gave you that answer?

A. I don't remember.

Q. Were you aware that a letter had been sent from the contractor to the resident engineer in June of 1976 requesting payment in excess of a million dollars on this project?

A. I don't recall.

Q. You don't remember that?

A. No.

Q. Were you aware that the region office was in possession of two cartons of claim detail more than tree years ago?

A. No.

MR. HAMPTON: We would object to the form of that question, too. I think it was identified as -- I've forgotten -- May of 1978, which would be about two years ago.

A. It was being processed.

Q. How long had it been in the being processed phase?

A. I don't know.

Q. Did you make any investigation as to how long it had been in the being processed phase?

A. Yes, we asked him where it was and I think the answer we got back, if I recall, we were waiting on information from the contractor.

Q. Who did you get that answer from?

A. I don't recall.

Q. You don't know who gave you that answer?

A. I don't remember.

Q. Were you aware that a letter had been sent from the contractor to the resident engineer in June of 1976 requesting payment in excess of a million dollars on this project?

A. I don't recall.

Q. You don't remember that?

A. No.

Q. Were you aware that the region office was in possession of two cartons of claim detail more than tree years ago?

A. No.

MR. HAMPTON: We would object to the form of that question, too. I think it was identified as -- I've forgotten -- May of 1978, which would be about two years ago.

Q. (BY MR. SEIFER) Okay. Were you aware that the region office was in possession of two cartons of claim detail ever?
A. No.
Q. As far as you know, you still don't know whether they've ever been in possession of claim detail or not?
A. That's right.
Q. Okay. So I assume you have not participated in any consideration or investigation of the contractors' claims presently in this dispute; is that correct?
A. That's correct.
Q. And I take it as to whether or not the State Highway Engineer has participated or directed any such consideration or investigation, I would have to ask him; is that right?
A. Yes.
Q. He hasn't talked to you about any consideration or investigation of these claims he's directed or participated in?
A. I don't recall any specific conversations.
Q. When was the last time that you talked with anybody other than Mr. Hampton about either this lawsuit or the Mount Nebo project?
A. I suppose when I got Mr. Spencer's letter, and I don't recall when that was, asking where the claim was. I think it was your letter. Maybe it was Otis's letter. I don't remember.

Q. Sorry to keep doing this to you, but could I off the record?

(Discussion off the record.)

(Deposition Exhibit 91 marked for identification.)

Q. (BY MR. SEIFER) Handing you a copy of what's been marked as Exhibit 91, Mr. Klaboe, do you recognize this as a copy of a letter from yourself to Otis Jordan of Spencer dated August 22nd, 1979?

A. Yes.

Q. Did you in fact write that letter?

A. Probably not, probably was drafted by someone else.

Q. Who do you think probably drafted it?

A. Oh, I wish I'd -- someone must have -- this doesn't have the initials in the bottom as they normally do of, so I don't recall.

Q. You don't recall considering the subject matter of this correspondence in June of 1979?

A. Doing what?

Q. Considering the subject matter of this correspondence in June of 1979.

A. Well, I don't know what you mean by "considering".

Q. Well, all right. I take it you at least signed the letter.

A. Right.

Q. And you read it before you signed it.
A. Right.
Q. In the second paragraph you make the statement, "Our personnel are diligently pursuing this evaluation".
What personnel did you have in mind?
A. The construction department and our project engineer, the region engineer.
Q. Are there particular names that you associate with that sentence?
A. Yes, Carol Keesey, or Bryant Jackmond and Shirley and Bates.
Q. Okay. The next sentence says, "My staff advises me."
Do you know who advised you of that?
A. Scott Colter, I presume.
Q. All right. Now, prior to receiving this letter, when was the last time you had had any discussion with anyone about unresolved claims for additional compensation on the Mount Nebo project?
A. I think I've told you several times, I don't recall.
Q. Was it long prior?
A. I don't recall.
Q. Okay. And I take it that, if I understood you earlier, since the time of this correspondence and up until your deposition today you have not had any conversations or discussions with anyone about claims for additional

compensation on the Mount Nebo project?

A. Not to my recollection. Oh, I want to make exception to that. We discussed it here in this office two days ago. Two days ago?

MR. HAMPTON: Yes, I think that's when I was over.

THE WITNESS: When they told me I was having the deposition taken.

Q. (BY MR. SEIFER) And by "we" I take it you mean a group of people that at least included Mr. Hampton?

A. Yes.

Q. Off the record.

(Discussion off the record.)

Q. (BY MR. SEIFER) From the point of view of the State of Oregon Highway Division was the Mount Nebo project a successful project?

A. Certainly.

Q. Do you take some pride in the fact that the project was accomplished without delay greater than what was encountered despite the litigation?

A. Oh, I can't answer that. I don't know -- take pride in a job is finished. I don't know the times of when it's finished. I don't recall.

Q. Okay. I take it that if in the consideration of any matters which were the subject of your responsibilities as director of the Department of Transportation you were to

require factual information concerning job events and circumstances, that the source that you would place the greatest reliance on would be the resident engineer, Mr. Bates; is that correct?

(Reporter read back the preceding question.)

MR. HAMPTON: Go ahead and answer it, if you can.

THE WITNESS: I think it'd be a combination of Mr. Bates and Mr. Colter.

Q. (BY MR. SEIFER) How often was Mr. Colter on the job, to your understanding?

A. I have no idea.

Q. Okay. What you're saying is ----

A. The prime sources would be Mr. Bates, of course.

Q. Do you have any knowledge as to whether or not the State of Oregon has requested Federal participation in any additional compensation to the contractor with respect to the Mount Nebo project which compensation has not yet been paid?

MR. HAMPTON: We would object to that and instruct the witness not to answer it. If such a request were made it would be part of attempt to compromise this proceeding and as such is not a relevant issue as far as any litigation is concerned, so I would object to any general questions. I wouldn't object to questions if they concerned that minor

amount that was withheld for the PR-47 or something like that.

MR. SEIFER: Mr. Hampton, there's no such thing as a minor amount in this day and age and I mean that not entirely in jest, sir.

MR. HAMPTON: Well, I will object to that question, instruct the witness not to answer it on the grounds that if such a state of facts existed they would be an attempt to compromise litigation which would not been relevant to our inquiry.

Q. (BY MR. SEIFER) Prior to the time that this suit was filed, Mr. Klaboe, to your knowledge, had the Oregon State Highway Division made any request of the Federal Highway Administration to participate in additional payments to the contractor which payments have not yet in fact been made?

A. I don't know.

Q. Are you aware of any such requests?

A. No.

Q. Perhaps if we could take a couple of minutes I'd like to talk to my troops.

(Discussion off the record.)

Q. (BY MR. SEIFER) Mr. Klaboe, you indicated that you were made aware of the commencement of the litigation by Mr. Jackson over the adequacy of the Environmental Impact Statement for the Mount Nebo project; is that correct?

A. Who's Mr. Jackson?

Q. He was the Plaintiff that brought what claimed to be a class action to seek an injunction against disposing of excess materials.

MR. HAMPTON: I guess what he's asking, he asked you that question, before ----

Q. (BY MR. SEIFER) This is a little preparatory. Let me ask it again. You were aware, were you not, that in the summer of 1974 a lawsuit was filed in Federal Court which sought to stop the Nebo project?

A. Yes, right.

Q. All right. And you had an understanding that if the Plaintiff in that lawsuit got all or any part of the relief that it wanted it could result in a delay to the project; we talked about that earlier?

A. Yes.

Q. Okay. What if any instructions did you give your subordinates in the State Highway Department by way of instruction, directive, or suggestion that were intended to facilitate the progress of the job?

A. To comply with the court order, I guess, to start preparing an Environmental Impact Statement on it.

Q. All right. Did you give any other suggestions or instructions to your people to facilitate job progress?

A. To look for other areas that material could be disposed

of that would conform to the court's order.

Q. All right. Did you give any other instructions or suggestions to your people to facilitate the progress of the work?

A. I don't recall.

Q. Is there anyplace that you could look to see if you gave any other instructions or suggestions?

A. I suppose the files. I have not looked.

Q. What files are you describing, sir?

A. General files.

Q. You just sort of sit down and start leafing through the ----

A. Project files.

Q. Okay. Did you from time to time make notes when you were involved in meetings or write memoranda to your subordinates concerning matters of interest while you were State Highway Engineer?

A. I don't recall.

Q. You made the statement earlier, I believe, that you have no personal files; is that correct?

A. That's correct.

Q. Is it a fair statement to say that any piece of paper that you generated of whatsoever nature either doesn't exist or is in the central files or the project management files?

A. That's right.

Q. Now, after you attended this meeting in November of

1974, which is discussed in Exhibit 89, did you thereafter have any further conversations or discussions with anyone about the subject matter of Exhibit 89?

A. Any discussions?

Q. Yes.

A. I don't recall specifically, but I must have had several discussions concerning the dismissal of the trial and so forth.

Q. Do you recall having any discussions with respect to the project with the contractor or his representatives?

A. I don't recall any.

Q. Can you recall any discussions or meetings that you've been in that were attended by Mr. Spencer or any of his employees or representatives at any time about the Mount Nebo project from November of 1974 to today?

A. I don't recall any.

Q. Did you have any participation in any correspondence between the state and the contractor on this project, to your recollection, until the letter of June, 1979, which is Exhibit 91?

A. I don't recall.

Q. Do you recall having any participation in any price agreements that were either proposed or executed on this project?

A. No, I don't recall.

Q. What does the term "force account" mean to you, sir?
A. It means that the contractor does work under our -- under our direction and is paid for that work by a price determined under an agreement we have with the contracting fraternity, so much per hour for the demand and so much per hour for the equipment.
Q. And that agreement is sometimes refered to as "force account rates", is it not?
A. Right.
Q. And is it your understanding that force account rates were utilized by the Oregon State Highway Division and issued in written form during the time that you were State Highway Engineer?
A. Yes. You're not talking about this job?
Q. Talking about this job.
A. Yes, any job I recall, yes, but I can't recall any on this job.
Q. . Can't recall any force account rates?
A. No.
Q. You mean you can't recall the rates or there weren't any force account rates?
A. I don't know whether there were or not.
Q. All right. Do you know any reason why in the period from 1974 to 1976 there wouldn't be any force account rates?
(Reporter read back the

preceding question.)

MR. HAMPTON: We would object to that. The witness has said that he doesn't know and this just simply asks him to speculate. And we'd object to the question.

MR. SEIFER: Well, I'm trying to figure out what it is he says he doesn't know, counsel, and I think I'm permitted to inquire into it. If he's confused by the question, he'll so indicate.

MR. HAMPTON: Well, if you wanted to ask a more direct question, I don't object specifically to the subject matter, but ----

Q. (BY MR. SEIFER) Did you understand the question, Mr. Klaboe?

A. I don't know whether you're talking specifically on this job or you're talking about all jobs.

Q. Well, when you use the term "force account rates", you're talking about rates indicated in a publication, are you not?

A. Yes.

Q. A little force account rate book?

A. Right.

Q. All right. And there was, to the best of your knowledge, during the time that you were State Highway Engineer, a force account rate book, was there not?

A. Yes, there was.

Q. And that would have been included from the period from 1974 to either 1975 or 1976 when you stopped being State Highway Engineer, was there not?

A. Yes.

Q. All right. So there were force account rates in effect during this job, as far as you know, were there not?

A. Yes.

Q. All right. And those are the rates used to compensate the contractor by the Highway Department for men and equipment employed on work beyond the contract requirements, are they not?

A. Yes.

Q. All right. And it's your understanding of the special provisions and the standard specifications on State Highway work during the time which you were State Highway Engineer that those were the rates to be applied for such work?

A. Yes.

Q. Are you able to offer any explanation or shed any light on the reason for Special Provision 109.05 on the Mount Nebo project?

A. 109. ----

Q. 05.

A. No, I don't know.

Q. What do you think it means, Mr. Klaboe?

A. Without going to a lot of -- maybe if you want to take

the time I'll read this whole thing, but delete the last sentence of the second paragraph and it deletes the words "in case the claim is found to be valid", and just "it may be allowed and paid for as extra work or it may be allowed and paid under a supplemental agreement to be entered in between the parties of the contract", and I don't know what it means.

Q. Okay. It has not ever been your understanding, either as State Highway Engineer or as director of the Department of Transportation that in the event the contractor has a valid claim on the Mount Nebo project that he will not receive fair and equitable compensation, is it?

A. No.

Q. Okay.

A. Can I go off the record for a second?

Q. Yes.

(Discussion off the record.)

Q. (BY MR. SEIFER) Mr. Klaboe, do you have any knowledge or information from whatsoever source or of whatsoever nature that there were any required permits or other conditions precedent which had not been obtained by Spencer for use of the Gaddis Park waste site?

(Reporter read back the preceding question.)

MR. HAMPTON: That would only be if you know.

THE WITNESS: I don't know of any.

Q. (BY MR. SEIFER) Have you ever read any of the price agreements on this project?
A. I don't recall reading them.
Q. Are you aware of any documents important to the defense of this action which have been lost or misplaced by the State of Oregon?
A. No.
Q. Is it your understanding that resident engineers on State Highway projects for the past many years have maintained bound red diaries?
A. I don't know about the red diaries. They have these lit le diary books.
Q. I'm not talking about the little diary books that say "Reside Engineer's Diary". I'm talking about the annual diaries routinely furnished to resident engineers.
A. No, I'm not.
Q. You're not familiar with that practice?
A. No.
Q. Okay. Do you have any knowledge of the whereabouts of Al Bates' 1974 diary?
A. No.
Q. Handing you a copy, sir, of prices agreements number 30 and 30 supplemental, did you have any involvement in the preparation of either of those price agreements?
A. I don't recall having any involvement.

Q. All right. And is there any indication in the signature boxes on either of those price agreements that you had any involvement in their execution?

A. No.

Q. Okay.

Q. Handing you, sir, photocopies of Exhibits 58 and 59, the face page of which are price agreements number 33 and 33 supplemental respectively, did you have any participation or involvement in the preparation of either of those price agreements?

A. I don't recall having any involvement.

Q. And does the signature block on either of the price agreements indicate that you had any participation in the execution of either of those price agreements?

A. No.

Q. Is it your understanding, Mr. Klaboe, that in the event a judgment is entered against the state of Oregon in this litigation that the Federal Government will participate in the payment thereof?

MR. HAMPTON: We would object to that question as being speculative and irrelevant to the situation.

MR. SEIFER: You can go ahead and answer it.

MR. HAMPTON: No. We'd instruct him not to answer it.

MR. SEIFER: Oh. Basis? That it's irrelevant? Is

that the basis of instructing him not to answer?

MR. HAMPTON: And speculative, of course. If we could anticipate what the Feds would do it would be a lot simpler life for us, I'm sure.

MR. SEIFER: Well, I'm sorry. Let me rephrase the question.

Q. (BY MR. SEIFER) Are you aware of any commitment or other expression of intent by the Federal Government to participate in the payment of any judgment entered in this case against the State of Oregon if such a judgment were to be entered?

MR. HAMPTON: We would make the same objection to it, that it is irrelevant to this proceeding. The question is whether there's any commitment to pay any future judgment. We wouldn't object to him -- if he has any knowledge, we wouldn't object to him answering that question as to a commitment presumably. If there's a written commitment to pay any future judgment, the witness is knowledgeable of it, we'd have no objection to him answering that question.

MR. SEIFER: Well, I thought that was the question I was asking, Les.

THE WITNESS: No, I have no knowledge.

Q. (BY MR. SEIFER) Are you aware of any agreement or understanding between the State of Oregon and the United States with respect to responsibility or payment for any

judgment or settlement which might occur in this litigation?

MR. HAMPTON: We would object to the question as being irrevelant and there again instruct the witness not to answer it. If there was such an agreement, it would be part of an attempt to compromise this particular case, and therefore not relevant at all or proper subject of inquiry as far as ----

MR. SEIFER: Oh, I am entitled to know if there is an agreement.

MR. HAMPTON: I don't agree with that.

MR. SEIFER: So you're not going to let him answer that?

MR. HAMPTON: Yes, right.

Q. (BY MR. SEIFER) All right. Well, let me ask the question this way. Are you aware of any agreement or understanding between the State of Oregon and the United States with respect to payment or responsibility for any judgment should one enter in favor of the contractor in this case?

(Reporter read back the preceding question.)

MR. HAMPTON: We would object to the question as being irrelevant. I would object to that question. I would not object if there is a procedure and if the witness is aware of it whereby the state could request participation.

MR. SEIFER: You can ask anything, Les, and you'll have your turn to testify. I want to ask him if there is an agreement or understanding and I think I'm entitled to know that. Now, you've made your objection.

MR. HAMPTON: Just a minute here. I've made the objection as far as the form, now -- let's see. I'd instruct him not to answer it.

MR. SEIFER: You would?

MR. HAMPTON: Yes.

MR. SEIFER: And are you going to give me your basis for instructing not to answer? Just not a good question?

MR. HAMPTON: Has nothing to do with the litigation. The question is whether you're entitled to more money, not who pays for it and therefore it's in no way related to questions in issue in the case.

MR. SEIFER: You got any questions?

MR. HAMPTON: Off the record.

(Discussion off the record.)

Q. (BY MR. SEIFER) Mr. Klaboe, you do understand, do you not, the purposes and uses to which a deposition transcript may be put?

A. Not really.

Q. Have you had an opportunity to talk to Mr. Hampton about the fact that we were going to take your deposition?

A. Right.

Q. And did he tell you that you were to answer my questions under oath?

A. Yes.

Q. All right. And did he tell you that in the event that you were to give other or different answers at the time of trial that I might be permitted to read back your answers today in front of the trier of fact?

A. No, I don't think so.

Q. All right. Are there any answers that you've given today that you would change ----

A. No.

Q. -- as a result of knowing what use might be made of this deposition?

A. No.

Q. If any of my questions during the course of the afternoon were unclear to you, have you made that known to me?

A. I think so.

Q. And do you believe that as a result of the answers given this afternoon that I have a full and complete understanding of your knowledge about the subject matter of my questions?

A. Yes.

Q. Thank you. I don't have anything further.

MR. HAMPTON: We haven't specifically stated in the record, but we would ask that the original be submitted to Mr. Klaboe for reading and signing, and if it's your desire, with that exception, then we would enter into the balance of "usual stipulation".

MR. SEIFER: Huh?

MR. HAMPTON: Well, the record should show that we have not waived on behalf of Mr. Klaboe the opportunity to read the -- and make corrections if appropriate to the transcript in this case.

MR. SEIFER: Okay. All right. You're talking about the usual stipulation, you're talking about the usual stipulation in the context of the deposition, not some other agreement that you and I supposedly have?

MR. HAMPTON: Right. It's known to court reporters, but lawyers make it and then they write down what the usual stipulation is and I think generally the waving of the signing is part of the usual stipulation, but at least that's not part of the stipulation in this case.

(Deposition concluded.)

STATE OF OREGON)
) ss.
County of Multnomah)

I, MARILYN A. JOHNSON, a Notary Public for Oregon, hereby certify that, pursuant to stipulation of counsel for the respective parties hereinabove set forth, FRED KLABOE personally appeared before me at the time and place set forth in the caption hereof; that at said time and place I reported in stenotype all tesimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript constitutes a full, true and correct record of such testimony adduced and other oral proceedings had and of the whole thereof.

WITNESS my hand and notarial seal at Portland, Oregon, this 12th day of September, 1980.

Marilyn A. Johnson
NOTARY PUBLIC FOR OREGON
My Commission Expires: 1/3/83

ATTORNEY GENERAL

DEPUTY ATTORNEY GENERAL

Ex. No. 5, p.1

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 29, 1974

DEC 3 1974

Daniel J. Seifer
Attorney At Law
Kobin & Meyer
3800 610 SW Alder Street
Portland, Oregon 97205

Re: Garden Valley-Fairgrounds Interchange-Interstate 5

Dear Mr. Seifer

This will memorialize the conclusions of the meeting held at the Oregon State Highway Division office on November 27, 1974.

1. The persons present at that meeting were:

   F. B. Klaboe, OSHD, A. E. Johnson, OSHD, Carroll Keasey, OSHD, Scott Colter, OSHD, Dick Lenz, OSHD, Alfred Shirley, OSHD, J. X. Wilson, OSHD, Al Bates, OSHD, Glenn Hossner, FHWA, Tom Lowe, FHWA, James Zotter, Attorney, FHWA, Norman Kobin and Daniel Seifer, Attorneys for Spencer and Son, George Spencer and Otis Jordan of Spencer and Son, and myself representing the OSHD.

2. Your client, George Spencer and Son, was assured by OSHD through Mr. Klaboe that OSHD does not at this time foresee any objections, nor do we presently have any objections to continuing the use of the Douglas County Fairgrounds site for the disposal of material from Mt. Nebo to the extent and in the manner desired by Douglas County. FHWA through Mr. James Zotter did not foresee any objections. Final firm approval of that site must await the final approval of the supplemental environmental impact statement, a draft of which is presently being circulated. This includes the operation of crushing machinery and hot plant equipment on that site and assumes appropriate local government approval.

BARRY PRESS, OAKLAND, CA.
PLAINTIFF'S EXHIBIT
89
KLABOE

3. Oregon State Highway Division acknowledges that they are liable for increased costs resulting from the use of that site as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. Zotter has agreed that your client is entitled to the extra costs.

4. The Defendants in the U. S. District Court case will ask for delay of the trial until the final supplemental environmental impact statement is approved and filed at which time we will ask for dissolution of the preliminary injunction and dismissal of the case.

If this does not comply with your recollection of the meeting please advise forthwith.

Sincerely

John D. Leahy

John Leahy
Chief Trial Counsel

nd
cc: F. B. Klaboe
Walter L. Barrie
James Zotter

ON
ERAL

Kansey ✓ Scofield ✓
Bond ✓ Glenn
Hammond ✓ Berg
Harwood ✓
Johnsen ✓
Walker ✓

RECEIVED
APR 14 1975
CONSTRUCTION
SECTION

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
108 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 10, 1975

Mr. H. S. Coulter
Assistant State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

4-14-75
cy Coulter.
Reg. 3
Al Bates

Re: Garden Valley Road-Fairgrounds
Interchange Pacific Highway (I-5)
Haul Adjustment Price Agreement
No. 30 - Contract No. 8003

PLAINTIFF'S EXHIBIT 90 K. 4805

Dear Mr. Coulter

You have asked my opinion as to the nature and extent of our liabilities for the change in waste area sites from the contractor's originally selected site to the Douglas County Fairground site now being used.

It is my opinion that the state is liable to the contractor for all additional disposal costs incurred by the contractor in excess of the costs he would have incurred had he been allowed to dispose of the "discretionary" material from Mt. Nebo on the Spencer Option-Gaddis Park site.

The contract provides that most of the material to be disposed of would be disposed of at the discretion of the contractor. This opinion refers only to that "discretionary" material.

The contract provides for disposal of some of the material at the "mandatory" sites. We are not liable for any costs outside of the contract provisions with regard to that material.

The haul route and the disposal site for the "discretionary" material was subject to the approval of the project engineer. However, it is clear that that approval could not be withheld if appropriate permits were obtained and safety regulations complied with. It was clearly the intent of the bidders and the Oregon State Highway Division at the time the job was put out for bid that the location of a site for disposal of the "discretionary" material was a considerable element in the competitiveness of the bidding.

Upon being awarded the contracts Spencer & Sons, Inc. did all the

RECEIVED
APR 11 1975

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Harwood
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APR 14 1975
CONSTRUCTION
SECTION

Scofield
Glenn
Berg

JAMES W. DURHA
DEPUTY ATTORNEY GENER

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 10, 1975

Mr. H. S. Coulter
Assistant State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

4-14-75
cy Comet.
Reg. 3
Al Bates

Re: Garden Valley Road-Fairgrounds
Interchange Pacific Highway (I-5)
Haul Adjustment Price Agreement
No. 30 - Contract No. 8003

BARON PRESS, OAKLAND, CA.
PLAINTIFF'S EXHIBIT
90
K. 4806

Dear Mr. Coulter

You have asked my opinion as to the nature and extent of our liabilities for the change in waste area sites from the contractor's originally selected site to the Douglas County Fairground site now being used.

It is my opinion that the state is liable to the contractor for all additional disposal costs incurred by the contractor in excess of the costs he would have incurred had he been allowed to dispose of the "discretionary" material from Mt. Nebo on the Spencer Option-Gaddis Park site.

The contract provides that most of the material to be disposed of would be disposed of at the discretion of the contractor. This opinion refers only to that "discretionary" material.

The contract provides for disposal of some of the material at the "mandatory" sites. We are not liable for any costs outside of the contract provisions with regard to that material.

The haul route and the disposal site for the "discretionary" material was subject to the approval of the project engineer. However, it is clear that that approval could not be withheld if appropriate permits were obtained and safety regulations complied with. It was clearly the intent of the bidders and the Oregon State Highway Division at the time the job was put out for bid that the location of a site for disposal of the "discretionary" material was a considerable element in the competitiveness of the bidding.

Upon being awarded the contracts Spencer & Sons, Inc. did all the

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APR 11 1975

things necessary to dispose of the material on the so-called Spencer Option-Gaddis Park site. They entered into an option to purchase a portion of the site and an agreement with the city of Roseburg to use the balance of it. There was no reason why the project engineer for the Oregon State Highway Division could decline to approve that site. But for the judicial injunction that intervened, Spencer & Sons, Inc. could have and would have disposed of all of this "discretionary" material from Mt. Nebo at that site.

On July 26, 1974, the United States District Court for the Distict of Oregon in a case entitled Paul Jackson, et al v. Claude S. Brinegar, et al, Civil Case No. 74-457, entered an order enjoining the use of the Spencer Option-Gaddis Park property as a disposal site. The reason the court entered that order is that the National Environmental Protection Act required discussion in the environmental impact statement of the haul route and disposal sites for such large amounts of material. The court found that the environmental impact statement originally prepared did not discuss the impact on the environment of moving several hundred thousand cubic yards of rock from Mt. Nebo to the Spencer Option-Gaddis Park site. The court found that "we", that is the Oregon State Highway Division, were in violation of the National Environmental Protection Act because of the defect in our environmental impact statement and enjoined the use of that site. It was our duty to include a discussion of all of the major disposal sites in the environmental impact statement and we failed to do so.

The failure of the Oregon State Highway Division to discuss the environmental impact of moving and disposing of that material resulted in Spencer & Sons, Inc. being required to dispose of that material at an alternate site. The alternate site is the Douglas County Fairgrounds for most of the material. I understand that the haul costs to the alternate site were higher than they could reasonably have been expected for hauling to the Spencer Option-Gaddis Park site. It is therefore my opinion that all additional costs incurred by the contractor, including haul costs, by being required to use the alternative disposal site are the liability of the Oregon State Highway Division.

Sincerely

John Leahy

John Leahy
Chief Trial Counsel

df

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1979

RECEIVED
JUN 21 1979
S. D. SPENCER & SON

Mr. Otis Jordan
S. D. Spencer & Son
4614 NE. 72nd Avenue
Vancouver, Washington 98661

Copy to file 6/22/79

Dear Mr. Jordan:

Construction Claim - Contract No. 8003
Garden Valley Int.-Fairgrounds Road Int.

This is in response to your June 12 letter concerning the above claim. I'm sorry that you made a trip to Salem and then found that I was unavailable.

I'm sure you can appreciate the fact that the claim you submitted on this project is not one which can be resolved by a quick "yes" or "no" response. Proper evaluation is essential before we can make a responsible reply and/or enter into meaningful discussion of your claim. Our personnel are diligently pursuing this evaluation.

My staff advises me that they hope to be ready to discuss this matter with you in approximately six weeks and will contact you at the earliest practical time to arrange a meeting.

Sincerely,

F. B. Klaboe
Director of Transportation

PLAINTIFF'S EXHIBIT 91 KLABOE
BARON PRESS, OAKLAND, CA.

8003 Garden Valley Rd-Fairgrounds 1974
Int. Sec., Pac. Hwy. #9
(Grade,pave,struct.,sign,ill.)

C + A 4527 3-28-72

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT) 378-6318 (TELEPHONE)

FILE: CON 5 #8003

TO: BRANCH, SECTION AND UNIT SUPERVISORS
Highway Division

DATE: June 30, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Interchange
Pacific Highway
Douglas County
Contract No. 8003

NOTED
E. S. HUNTER

Litigation is underway on the construction of the above project. Our legal counsel requests that all documents relating to the development, preliminary engineering and construction of this project be retained in your files until the litigation is complete. You will be notified when this matter is resolved.

OBJ:fr

cc: Les Hampton
Alfred Shirley

RECEIVED
TECHNICAL SERVICES
JUL 1'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: February 27, 1980

FROM: E. W. Rulien
Executive Assistant to State Highway Engineer

SUBJECT: Alfred Bates Personal Professional Services

Copy
AGR

On this date, Chairman Yturri approved an addendum to the Alfred Bates personal professional services agreement. Mr. Bates was initially engaged to provide expert services in preparing and possibly serving as a witness in litigation involving the Highway Division on a contract claim.

The initial agreement expired before the legal action was completed and Mr. Bates' services are still critical to the Division's defense of the case. The original agreement was therefore extended for a period not to exceed a year, and at the same hourly rate as the original contract.

cc Anthony Yturri
J. L. Sollis
F. B. Klaboe
Bryant Jackmond

1-125-1307

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: August 9, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Personal Services Contract

copy
ack

On this date, Chairman Yturri approved a personal services contract involving employment of Al Bates.

The contract has a maximum limit of $10,000 with a plan of paying Mr. Bates $12.23 per hour for consulting and advisory purposes with regard to a contract claim (Contract No. 8003).

cc Anthony Yturri
Jack L. Sollis
Alfred Shirley, Jr.
C. T. Keasey
C. W. Head

MISC. CONTRACTS and AGREEMENTS No. 7723

Reported on Yturri copy report

125-1387

Rec 10/25/79
9:05 a.m.
Officer

In the CIRCUIT Court of the State of Oregon

for the County of MARION

NOTED
H. S. COULTER

S. D. SPENCER & SON, INC.,
a Washington corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Defendant

No. 115361

SUMMONS

To CECIL W. HEAD, Director of Commission Services
Department of Transportation, State Highway Division
Transportation Building
Salem, Oregon 97310 Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within twenty days from the date of service of this summons upon you, if served within the state of Oregon; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff..... will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~weeks~~ from date of service along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

* If summons is served within the state of Oregon, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

KOBIN & MEYER

/s/ Daniel J. Seifer
of Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah) ss.

I, Daniel J. Seifer, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon, dated the* 10th *day of* October, *19*79

of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant....., and a copy of the within summons only upon the other defendant.....,

of Attorneys for Plaintiff

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

FORM No. 219.0—SUMMONS—For Service Inside or Outside State.
TT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

S. D. SPENCER & SON, INC., a Washington corporation, Plaintiff, -vs- STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	NO. 115361 COMPLAINT

Plaintiff alleges:

I

Plaintiff is a corporation duly organized and existing under the laws of the State of Washington, duly licensed and authorized to transact business within the State of Oregon. Plaintiff is the successor in interest to George Spencer, doing business as S. D. Spencer & Son. Both S. D. Spencer & Son, Inc. and its predecessor in interest, George Spencer dba S. D. Spencer & Son, are hereinafter jointly referred to as "plaintiff" or "Spencer."

II

Oregon Transportation Commission is an agency of the State of Oregon, and action against this agency is authorized under ORS 30.320.

III

In about March, 1974, defendant advertised for sealed bids for the construction and reconstruction of a section of

Interstate 5 known as the Garden Valley Road - Fairgrounds Interchange Section of Pacific Highway (I-5) in Douglas County, Oregon (hereinafter referred to as "The Project"). The Project consisted of excavating and removing in excess of one million cubic yards of dirt and rock from the configuration known as Mt. Nebo, as well as the construction of five major structures, grading, paving and drainage in accordance with the contract documents. The contract documents consisted, amongst other things, of the notice inviting bids, the bid proposal form, Standard Specifications for Highway Construction, 1970 (Gold Book), supplemental provisions and supplemental specifications for Highway Construction, as revised March 28, 1974, and plans dated March, 1974.

IV

Spencer submitted the low, responsive, responsible bid to defendant's invitation and all related contract documents. Pursuant thereto, on April 23, 1974, defendant and Spencer entered into a contract in writing for the constructon of the Project, which contract included all of the contract documents referred to above, being O.S.H.D. Contract No. 8003 (hereinafter referred to as "The Contract").

V

The contract documents provided that excavated materials in excess of the approximately 303,000 cubic yards required to be used to widen existing fills or to be wasted at mandatory sites provided by defendant, were to become the

property of the contractor and were to be disposed of by the contractor at a site or sites of the contractor's choosing.

VI

Pursuant to said contractual requirements, plaintiff, prior to bidding, obtained an interest in certain real property in Douglas County, Oregon, known as the Gaddis Park Property, for use as a disposal site for said excess excavation. Said Gaddis Park Property was approximately 0.7 miles to the north of Mt. Nebo. After being awarded the Contract, Spencer obtained the permits neccessary to fill said property with the excess excavation materials which would necessarily result from the work under said Contract as designed by defendant.

VII

In bidding and in entering into said Contract with defendant, Spencer was induced to and did rely on the plans and specifications furnished by defendant and on the express and implied warranties and agreements of defendant to permit Spencer to dispose of all excess excavation materials at a site of its choosing, i.e., the Gaddis Park site.

VIII

The State failed and refused to permit Spencer to haul or dispose of waste materials on the Gaddis Park site, in breach of its obligations under the Contract.

IX

The Contract documents further provided the lines and grades to be excavated and the approximate amount of excavated

materials which would result. In bidding and in entering into said Contract, Spencer was induced to and did rely on said details of construction in computing that portion of the excavation which would be composed of rock materials. The State changed and altered these details of construction, including the lines and grades to be excavated and the amount of excavated materials which resulted, thereby increasing both the total amount and the proportion of the excavation composed of rock materials.

X

As a result of said breaches as above described, Spencer was unable to perform the work under the Contract in accordance with the plans and specifications, in the manner and sequence anticipated at the time of its bid or in a timely and sequential manner.

XI

As a direct result of the foregoing breaches on the part of defendant, and the changes and alterations in details of construction required by defendant's breaches, plaintiff was required to change its sequence of operations and details of construction, was hindered and delayed in the performance of its work and was required to perform and furnish labor, materials, supplies and equipment not contemplated by the Contract, to its damage in the sum of $1,447,055.82, after all just offsets and credits, plus interest thereon at the legal rate of nine percent (9%) per annum from March 1, 1976 until paid.

XII

Plaintiff has performed all the obligations on its part to be performed, and the work under the Contract has been completed and accepted.

WHEREFORE, plaintiff demands judgument against defendant for the sum of $1,447,055.82, together with interest thereon at the rate of nine percent (9%) per annum from March 1, 1976 until paid, and for its costs and disbursements incurred herein.

KOBIN & MEYER

By: /s/ DANIEL J. SEIFER
Daniel J. Seifer

By: /s/ ELIZABETH YEATS
Elizabeth Yeats

Attorneys for Plaintiff
610 S. W. Alder - Suite 800
Portland, Oregon 97205
Telephone: (503) 223-1107

STATE OF OREGON, County of Multnomah) ss.

I, GEORGE SPENCER, *being first duly sworn,*

depose and say that I am President of S. D. Spencer & Son, Inc.

in the above entitled cause; and that the foregoing COMPLAINT

is true as I verily believe.

George Spencer

Subscribed and sworn to before me this 10th *day of* October *A.D. 19*79

[NOTARIAL SEAL]

Notary Public for Oregon.

My Commission expires 2-12-80

A TRUE COPY

of Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah) ss.

Due service of the within ..... *is hereby accepted*

in Multnomah County, Oregon, this ..... *day of* ....., *19*....., *by receiving a copy thereof, duly certified as such by* ..... *of attorneys for* .....

Of Attorneys for .....

STATE OF OREGON, County of Multnomah) ss.

I hereby certify that on the .....*day of* ....., *19*....., *I served the within* .....*upon* .....*by depositing in the United States Postoffice at Portland, Oregon, a full, true and correct copy thereof, with postage prepaid thereon, addressed to* .....

.....

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800 - 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 223-1107

Of Attorneys for .....

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
SEP 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

In Reply Refer to
File No.:

September 20, 1979

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98662

Gentlemen:

Re: Claim For Additional Compensation
Garden Valley Rd.-Fairgrounds Int. Section
FAP No. I-5-3(95)124
Contract No. 8003

This is to confirm the results of our meeting with your representatives on September 13 concerning your submitted claim for additional compensation for Temporary Protection & Direction of Traffic and General Excavation on the above project.

We discussed increased costs of Temporary Protection & Direction of Traffic if any resulting from the loss of your Gaddis Park waste disposal area. The Department made an offer of $29,700 and indicated a willingness to negotiate a reasonable settlement of this claim item. S. D. Spencer & Son elected not to settle this claim item at this time.

Your claim for additional compensation for General Excavation was reviewed and discussed. This claim item was denied since our analysis indicates that Price Agreement No. 30, and related price agreements, has provided appropriate compensation for any increase in General Excavation costs resulting from the loss of your Gaddis Park waste disposal site.

In summary, the Department stands ready to negotiate a reasonable settlement for additional costs in Temporary Protection & Direction of Traffic. Your claim for additional compensation for General Excavation is denied.

Should you desire further review of your claim, please advise me and a meeting with our Contract Claims Review Board will be arranged.

Sincerely,
C. T. Keasey
Assistant State Highway Engineer
By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr
cc: Otis Jordan
Dan Seifer
Les Hampton
bc: H. S. Coulter
Alfred Shirley
FHWA
Jack Sollis

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTERCE MEMO

TO: MEMO

DATE: August 9, 1979

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Personal Services Contract

On this date, Chairman Yturri approved a personal services contract involving employment of Al Bates.

The contract has a maximum limit of $10,000 with a plan of paying Mr. Bates $12.23 per hour for consulting and advisory purposes with regard to a contract claim (Contract No. 8003).

cc Anthony Yturri
Jack L. Sollis
Alfred Shirley, Jr.
C. T. Keasey
C. W. Head

1-125-1387

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98661

July 26, 1979

Mr. Bobby D. Johnson
P. O. Box 1128
Roseburg, Oregon 97470

RE: Garden Valley Rd.-Fairgrounds
Pacific Highway-Douglas County
Contract #8003

Dear Mr. Johnson:

This is to acknowledge and thank you for yours of July 23, 1979.

The power bill information of yours of July 2, 1979 is being analyzed and will be forwarded to you as soon as possible.

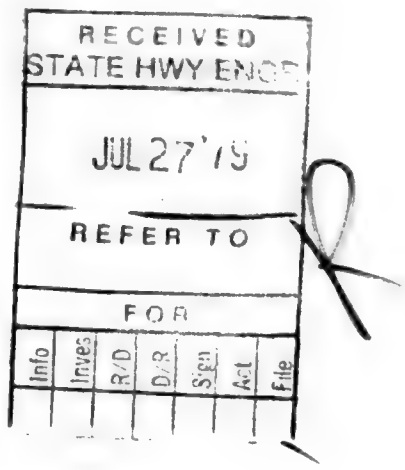
In reply to yours of July 12, 1979. On July 19, 1979 I sent to you the breakdown of the disposal of Mt. Nebo waste rock by Projects, agencies, etc. The list I submitted was crushed rock and/or A.C.Mix. Enclosed please find the price per ton or cy and whether the material was sold F.O.B. our crusher or delivered. The shot rock sold was of small quantity because we did not want trucks interfering in our haul patterns etc. Enclosed I've tried to break this down for your scrutiny. From our records and my memory I've tried to give you as complete an analysis as possible; if you have questions or conflicts with your records please call, together we probably can reconstruct and analyze mutually satisfactory conclusions.

Bobby, I did not intend to imply anything in mine of July 19, 1979. If I felt that you were taking too much time I'd tell you. I certainly do not intend to get into a letter writing contest with you on the matter. The record stands for itself. The director of Transportation in his of June 20, 1979 promised us a meeting in six weeks or on or about August 1, 1979. We simply want a date for the meeting.

Sincerely,
S. D. Spencer & Son

By Otis Jordan
Otis Jordan

cc: Roseburg
Vancouver
Mr. Klaboe
Mr. Coulter
Mr. Jackmond
Mr. Gix
Mr. Seifer



DISPOSAL OF MT. NEBO ROCK

	Tons
STATE CONTRACTS	894,641
COUNTY CONTRACTS	108,233
U.S. GOVT. CONTRACTS	21,697
INDUSTRY CONTRACTS	382,315
Total	1,406,896

DISPOSAL OF MT. NEBO ROCK

State Contracts

Job			Tons
Garden Valley-Fairgrounds	(Contract)	218,652	
" " "	(P.A. #31)	14,198	
" " "	(P.A. #33)	261,033	494,783
Anlauf-Elkhead			147,037
Elkhead-Rice Hill			109,289
Winston-Shady			42,771
No. Oakland Intchg.			11,620
Winchester-G.V.			40,461
G.V. Intchg.			5,512
Drain-Kock Creek			15,604
Fairgrounds-Roberts Creek			1,671
Dillard-Myrtle Creek			25,893
Total			894,641

DISPOSAL OF MT. NEBO ROCK

U.S. GOVT. JOBS (U.S. DEPT. of Transportation)

Jobs		Tons	
Burnt Mt. -	Delivered & Stockpiled and/or Dumped on Road - Our Trucks Contract	18,480	$6.91/cy (Stockpile measure)
Stockpile Job -	Delivered & Stockpiled Our Trucks Contract	3,217	$4.64/Ton
	TOTAL	21,697	

DISPOSAL OF MT. NEBO ROCK

County Jobs (Douglas)

Job		Tons	
Franks Stockpile -	Delivered & Stockpiled Our Trucks Contract	57,968	3/4"-#10 - 3.60/cy (Stockpile 1/2"-1/4" 4.00/cy Measure) 1"-0" 3.08/cy
No. Umpqua -	Deliveres & Placed by our Forces Contract Job A.C. Mix	8,033	17.00/Ton A.C. Mix
Maintenance		11,447	2.00/Ton F.O.B. Crusher
Riddle Rd. -	Delivered & Placed by our Forces Contract Job A.C. Mix	30,785	17.00/Ton A.C. Mix In Place
	TOTAL	108,233	

DISPOSAL OF MT. NEBO ROCK (CRUSHED)

Contractors, Lumber Companies and other Private Agencies

AGENCY		TONS	PRICE
BEAVER STATE	F.O.B. Crusher, Loaded	227,363	$1.50-$1.75/Ton
SUTHERLIN KNOLLS	F.O.B. Crusher, Loaded (hauling & other work by hr.)	24,407	$2.00/Ton
BELLOWS STREET	Nebo Job part of P.A.	91	No Charge
SAGE PIPE LINE	F.O.B. Crusher Loaded	73	$2.00/Ton
TRUCK LOT	Own use	24	No Charge
UMPQUA SAND & GRAVEL	F.O.B. Crusher, Loaded	13	$2.00/Ton
JIMEL CRETE	F.O.B. Crusher, Loaded	205	$2.00/Ton
FAYE MADISON	Delivered to Madison Pacific Trailer Sales So. Sutherlin Exit	986	$2.50/Ton
GEORGIA PACIFIC	Delivered to Mill at Sutherlin Haul by hour (Price F.O.B. Crusher)	3934	$1.50/Ton
7TH DAY ADV. CHURCH	Delivered to Church on Garden Valley Haul by hour (Price F.O.B. Crusher)	1894	$1.50/Ton
MERCY HOSPITAL	Delivered to Mercy Hospital (Old)	879	$3.00/Ton
DOUGLAS COUNTY LBR. CO.	F.O.B. Crusher Loaded	25609	$1.75/Ton
ENGLE CONSTRUCTION	F.O.B. Crusher Loaded	5395	$1.50/Ton
RSB. COUNTRY CLUB	Delivered to Club	1904	$2.50/Ton
PETERSON	F.O.B. Crusher Loaded	26	$1.50/Ton
KELLER LBR. CO.	F.O.B. Crusher Loaded	1326	$1.50/Ton
TECO	Delivered to Stockpile Jobs (Stockpile by Cemetary Melrose & Fisher Road Stockpile) F.O.B. Crusher Loaded	55187	1/2"-1/4" $4.00/Ton 3/4"-#10 $3.75/Ton 1/4"-#10 $4.00/Ton 1½"-0 $1.50/Ton
ROSEBURG LBR. CO.	Hauled & Placed A.C. Mix by our Forces	32995	$12.20/Ton

SHOT ROCK SOLD FROM NEBO AND/OR OTHER MISC. SALES ETC.

City of Roseburg, Rip Rap Elk Island (shot rock) (No charge for rock, preparing area and hauling done on force account leases)	3374 cy
State of Oregon (Maintenance) F.O.B. (shot Rock) Cut .60/cy	2058 cy
State of Oregon (Maintenance) F.O.B. (Crushed Rock) Crusher $1.50/ton	978 tons
Beaver State trucks picked up (shot rock) approx. Rock for revetment for work on So. Umpqua Some material was charged @ 60¢/cy other material was not charged because Mr. Bates and I had promised help to farmers whose land was being washed away by So. Umpqua.	2100 cy
Material (shot rock) furnished and hauled By us to Community hospital was not charged.	1178 cy

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

P.O. Box 1128
Roseburg, OR 97470
July 23, 1979

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis Jordan

RE: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003

Dear Mr. Jordan:

In my letter dated July 2, 1979, I requested information about power bills submitted as a part of your claim. As of this writing, we have not received the aforementioned information. In response to my letter dated July 12, 1979, you did not distinguish the difference between shot rock, crushed rock and A.C. mix, nor did you include prices. If you do not wish to furnish the information that we have requested, please advise us by letter.

You imply in your letter of July 19, 1979 that we are taking too much time to analyze your claim. I would remind you that this project was substantially completed in September of 1977, then some 1-1/2 years later your claim was received in Salem on April 19, 1979. Now you seem to think we should resolve the matter over night.

I want to assure you that I am trying to complete my analysis of your claim as soon as possible. Your cooperation in furnishing information needed would be appreciated.

Please let us know if you intend to comply with our requests.

Sincerely,

Bobby D. Johnson

Bobby D. Johnson,
Asst. Resident Engineer

cc: George Spencer
Klaboe
Coulter
Jackmond
Gix
Seifer

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STATE HWY ENGR
JUL 24 '79
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FOR
Info | Invest | R/D | D/R | Sgn | Act | File

Form 734-3122

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98661

July 19, 1979

Rec'd
H. S. COULTER

Mr. Bobby Johnson
P. O. Box 1128
Roseburg, Oregon 97470

Re: Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
Contract #8003

Dear Mr. Johnson:

This is to acknowledge and thank you for yours of July 12, 1979.

While we fail to see the relevancy to the claim, the contracts that shot rock, asphaltic concrete mix and crushed rock were furnished are enclosed herewith.

Our claim provides for no loss of profit from the sale of rock to the Southern Pacific Railroad or loss of profit from the gain to be realized on the Gaddis Park industrial property. These were added benefits to the bid plan. Negotiations were suspended with the Southern Pacific Railroad before details of a contract could be arrived at but basically the Southern Pacific Railroad would take 500,000 cy of shot rock (no specifications).

The Gaddis Park waste site would have provided the opportunity to furnish crushed rock/ shot rock/ asphaltic concrete without the necessity to sell cheap because of limited stockpile area.

Our additional costs are four years old and interest is running on.

Mr. Klaboe, director of Transportation in his of June 20, 1979 promised us a meeting in six weeks or on or about August 1, 1979. As yet no one has set up an appointment. We feel that it is imperative that a serious meeting be held at the time specified by Mr. Klaboe.

Sincerely,
S. D. Spencer & Son

By Otis Jordan
Otis Jordan

cc: Roseburg
Vancouver
Mr. Klaboe
Mr. Coulter
Mr. Jackmond
Mr. Gix
Mr. Seifer

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FOR
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Invest
R/D
D/A

June 20, 1979

Mr. Otis Jordan
S. D. Spencer & Son
4614 NE. 72nd Avenue
Vancouver, Washington 98661

Dear Mr. Jordan:

Construction Claim - Contract No. 8003
Garden Valley Int.-Fairgrounds Road Int.

This is in response to your June 12 letter concerning the above claim. I'm sorry that you made a trip to Salem and then found that I was unavailable.

I'm sure you can appreciate the fact that the claim you submitted on this project is not one which can be resolved by a quick "yes" or "no" response. Proper evaluation is essential before we can make a responsible reply and/or enter into meaningful discussion of your claim. Our personnel are diligently pursuing this evaluation.

My staff advises me that they hope to be ready to discuss this matter with you in approximately six weeks and will contact you at the earliest practical time to arrange a meeting.

Sincerely,

F. B. Klaboe
Director of Transportation

bc H. S. Coulter
C. T. Keasey
Alfred Shirley
Bobby Johnson
Les Hampton

OBJ:fr fn

8003

AREA CODES - VANCOUVER 206, PORTLAND 503

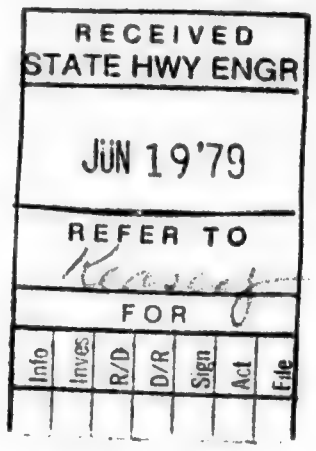
EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

June 18, 1979



Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
130 Transportation Building
Salem, Oregon 97310

Re: Garden Valley Rd.-Fairgrounds Int.
Contract No. 8003
Claim for Additional Compensation

Dear Mr. Coulter:

This is to acknowledge and thank you for yours of April 27, 1979. You have my sincere apologies for the tardiness of my response; however, illness prevented me from replying sooner.

On March 1, 1976, the resident engineer received a certified letter stating our claim. While our position of claim has been elaborated on and refined in our "Proposal for Equitable Adjustment," our position has not varied from the March 1, 1976 letter of claim.

Prior to and after this letter, many discussions were held with the resident engineer attempting to resolve this matter. In November of 1977, the resident engineer was given a complete analysis of all of the costs of the two items on which the claim is charged. Mr. Bates and I agreed that the cost records would be checked with the State's diaries, etc., so that we could resolve the matter of hours, number of men, pieces of equipment, job material, etc., that were used for the two items in contention.

Mr. Bates and I discussed the matter of equiptable adjustment at least once a week every week after the State was placed on notice of our claim (June 20, 1974).

Let's face facts, Mr. Bates did not have authority to settle this claim. Mr. Bates and I were reviewing the claim constantly. Mr. Bates was to review the files I provided and get back to me. Nothing was done.

It is my understanding that the Highway Department has and is using delaying tactics in dealing with this claim. And while I cannot objectively differ with the negotiating psychology of delay tactics in settling claims, rationality and objectivity become difficult when I see the need to auction equipment, put good men out of work and cut back in our operations because the Highway Department refuses to settle a claim acknowledged by its own counsel.

In the early stages of the Nebo project, when we were requested by Mr. Klaboe to keep the job moving at all cost, we did not delay or look for excuses to delay. We proceeded with vigor. You needed help--we answered. As of this time, we need help--please answer.

When may we anticipate a progress report and meeting?

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

8003

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

June 12, 1979

Mr. Fred Klaboe, Director
Oregon Department of Transportation
136 Transportation Building
Salem, Oregon 97310

Re: Claim on Garden Valley-Int.-
Fairgrounds Road Contract
OSHD Contract No. 8003

Dear Mr. Klaboe:

Last Monday, June 11, I came to Salem in an attempt to see you and discuss the above referenced matter. Unfortunately, I should have called first for you were in conference out of the office.

Typically, the above claim seems bogged down. Frankly, we would appreciate your attention to this matter. When you requested us to keep the Nebo job going over what at times seemed like overwhelming odds, we did so. At present, we need help. We are scheduling an auction and our bonding position has been considerably weakened. Therefore, any help that you could give in speeding up the process on the above referenced claim would be greatly appreciated.

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When you have some time, we'd really appreciate sitting down and talking this matter over with you.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jj

Please
Answer

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Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley Road - Fairgrounds Interchange
Douglas County
(Mr. Keasey's ltr, 4-26-79)

DATE: May 11, 1979

In reply refer to: HFO.8-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

As requested in Mr. Keasey's letter, this will acknowledge notice of contractor's claim for the subject project as of the date of Mr. Keasey's letter.

Reimbursement for costs of the claim will be made in accordance with the provisions of FHPM 1-4-2-4, State Legal Expense - Contract Claims.

for G. L. Green

cc:
OSHD (C. T. Keasey, Const)
OSHD (D. E. Swan, Proj Mgmt & Opns Planning)
OSHD (Hwy Acctg)

Received
5-14-79

H. S. COULTER

8003

April 27, 1979

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

Claim for Additional Compensation
Garden Valley Rd.-Fairgrounds
Interchange Section
Pacific Highway
Contract No. 8003

This is to acknowledge receipt of your "Proposal for Equitable Adjustment" setting forth a claim for additional compensation on the above project. The proposal was received on April 19, 1979, and as far as I have been able to determine, is the first presentation of your claim provided to us.

It is my understanding that the possibility of a claim on this project was discussed several times between you and/or your representative and our Region and Resident Engineers. You were urged to submit your claim, if any, promptly so that it could receive adequate and prompt review by the project Resident Engineer prior to his retirement. I am sorry this was not done. His retirement may result in some delay in providing a response to your claim.

However, the information you sent has been referred to appropriate staff for review and evaluation. As soon as this review is completed, I will provide you our response to the point in your claim. It is certainly my hope and desire that an equitable resolution can be reached in the near future.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ji

cc: Alfred Shirley, Jr.
C. T. Keasey
Jack Sollis

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phone: Vancouver 693-4719
Portland 285-9232
VANCOUVER, WASHINGTON 98662

April 10, 1979

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STATE HWY ENGR
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Keusey
FOR
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✓

cy given w/cy claim 4/19/79

Mr. Scott Coulter
State Highway Engineer
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract No. 8003, Garden Valley Road to Fairgrounds Interchange Section of the Pacific Highway (Douglas County)

Dear Mr. Coulter:

Pursuant to Sections 101.02, 104.02 and 109.04 of the Standard Specifications for Highway Construction (1970), and other applicable provisions of the contract, we enclose narrative discussion of our claim for fair and equitable additional compensation for alteration of the plans and of the character of the work.

Required notice was furnished by our letter to the Resident Engineer of June 20, 1974.

Detailed cost documentation was furnished to your Resident Engineer by our 2 letters dated March 1, 1976, and subsequently.

Entitlement was acknowledged at a meeting on November 27, 1974, attended by yourself, the State Highway Engineer at the time Mr. Klaboe, and others, as confirmed by letter of November 29, 1974, from the Office of the Attorney General to our attorney.

We are advised that the Division Office has had an opportunity to make an extensive review and analysis of the cost documentation previously furnished. In that the Resident office on the project has been closed and the Resident Engineer for the project has retired, we are furnishing a copy of the enclosed narrative discussion to the Division Engineer.

The enclosed discussion is an attempt to summarize and collect the circumstances and documents relative to our

request, and does not contain any change in position from the many discussions and correspondence we have previously had with the Resident office, the Division office and your representatives. In that these discussions and correspondence have continued over a prolonged period of time, and in that pertinent cost information and documentation has long since been submitted to your representatives, we are hopeful that you and your representatives will have an opportunity to review the enclosed discussion and your pertinent files at the earliest possible date, in order that our request may be resolved on a fair and expeditious schedule.

Specifically, we would ask that a meeting be scheduled later this month for the purpose of indepth discussion and, hopefully, prompt settlement.

Thank you for your consideration.

Very truly yours,

S. D. SPENCER & SON

By George Spencer
George Spencer

cc: Mr. Alfred Shirley, Jr.
Division Engineer

Mr. Fred Klaboe, Director
Department of Transportation

S. D. Spencer & Son, Roseburg

Kobin & Meyer

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phone: Vancouver 693-4719
Portland 285-9232

VANCOUVER, WASHINGTON 98662

April 10, 1979

Mr. Scott Coulter
State Highway Engineer
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract No. 8003, Garden Valley Road to Fairgrounds Interchange Section of the Pacific Highway (Douglas County)

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Thank you for your consideration.

Very truly yours,

S. D. SPENCER & SON

By George Spencer
George Spencer

cc: Mr. Alfred Shirley, Jr.
Division Engineer

Mr. Fred Klaboe, Director
Department of Transportation

S. D. Spencer & Son, Roseburg

Kobin & Meyer

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PROPOSAL FOR EQUITABLE ADJUSTMENT
BY
S. D. SPENCER & SON,
GENERAL CONTRACTOR
ON
GARDEN VALLEY RD.-FAIRGROUNDS INT.
SECTION OF THE PACIFIC HIGHWAY
DOUGLAS COUNTY, OREGON

OSHD CONTRACT NO. 8003

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I. PROPOSAL FOR EQUITABLE ADJUSTMENT

PROPOSAL FOR EQUITABLE COMPENSATION

S. D. Spencer & Son, herein referred to as "Spencer" a general contractor, headquartered in Vancouver, Washington, was the prime contractor for the Oregon Department of Transportation, herein referred to as "OSHD" for the construction of the Garden Valley-Fairgrounds Section of I-5.

The project was advertised for bid in March of 1974 and the bids were opened April 11, 1974. The contract was awarded to Spencer on April 22, 1974. The project was administered by the OSHD regional office and its resident engineer's office in Roseburg, Oregon.

The project consisted of construction of five major structures, grading, paving and drainage. The major item of the contract was the excavation of Mt. Nebo, involving the removal of approximately 1,030,000 cubic yards of material. Of the 1,030,000 cubic yards, 164,237 yards were to be used for widening of existing fills and 139,000 yards were to be wasted at mandatory sites provided by the OSHD and specifically referred to in the contract documents. The balance of the excavation, or 726,763 cubic yards, were to be disposed of by the contractor.

During the course of the project, the original plan quantity of excavation of 1,030,000 cubic yards was increased ultimately to 1,396,940, an increase of 366,944 cubic yards, or 35%.

The original quantity of excavation to be disposed of by the contractor of 726,763 cubic yards was increased during the course of the work to 1,093,703 cubic yards.

Disposal of this excess material was one of the major tasks facing any contractor on this job. Spencer's bid was based on a plan to dispose of the excess material at a site north of the Mt. Nebo cut. This plot of land, known as the Gaddis Park waste site, was acquired by Spencer, on an exclusive basis, before bidding the project, specifically for the project.

The site was a practical waste disposal site; in fact, the best waste disposal site. Hauling north to this site would have permitted Spencer to complete the excavation of the Mt. Nebo cut in the 1974 construction season.

However, during the early stages of the work, on June 11, 1974, an environmental suit was filed in the U. S. District Court charging that the OSHD's environmental impact statement was deficient. On July 26,1974, the Court granted

an injunction denying Spencer the use of the Gaddis Park waste site.

Pursuant to Section 109.05 of the Standard Specifications for Highway Construction, 1970, timely notice was given to the OSHD by Spencer that since the Gaddis Park disposal site had been used as a basis for Spencer's bid, refusal of that site would greatly increase Spencer's costs to perform the contract (Ex. No. 1). Periodically, during the course of the project and pursuant to Section 109.05, Spencer continued to give notice that its costs were being materially increased due to the changed conditions (Ex. Nos. 2, 3 and 4).

As outlined above, the changed conditions on the Garden Valley-Fairgrounds Project were from two events. First, Spencer was prohibited from using the Gaddis Park waste site because of a deficiency in the OSHD's environmental impact statement. Second, the excavation quantity was increased by 35% during the course of the project. The increased excavation was almost entirely in solid rock, requiring drilling and shooting, thereby changing the ratio of common excavation to rock excavation.

John Leahy, chief counsel of the OSHD, acknowledged Spencer's entitlement to additional compensation as a result

of the OSHD denying Spencer the Gaddis Park waste site in his letter to Spencer's counsel, Dan Seifer, dated November 29, 1974 (Ex. No. 5).

Section 109.04 of the Standard Specifications for Highway Construction, 1970, states, in part:

> "*** If, however, the character of the work or the unit costs thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable."

While entitlement has been agreed upon, no basis of payment was arranged before the work was done. The character of the work was so significantly altered by the changed conditions that an excavation that could have been completed in the 1974 construction season was not completed until the end of the 1977 construction season, three years later.

As a "fair and equitable" allowance for work done under such drastically changed conditions, Spencer claims payment at the then current force account rates for all labor, equipment rentals and materials used on the two items most directly affected; less, of course, the amount

of payments already made for these two items under the contract and price agreements. These two items are Item No. 16, General Excavation, and Item No. 3, Temporary Protection and Direction of Traffic.

Detailed cost analyses for Items 3 and 16 were submitted to the OSHD approximately 1-1/2 years ago. Immediately following is a summary of the dollar amount of Spencer's claim based on those cost analyses.

SUMMARY OF PROPOSAL

Costs of Excavation including Contractor's Allowance:

Labor	$1,848,561.79
Equipment Rentals	2,339,716.64
Job Materials	608,403.76
Royalty to Hutchins	19,936.29
Liquidated Damages, Highway Closed	41,401.00
Change 3 Lane to 2 Lanes	71,360.00
	$4,929,379.48

Costs of Protection & Direction of Traffic including Contractor's Allowance:

Labor	$ 138,559.65
Equipment Rentals	11,573.56
Material	33,162.04
	183,295.25

Total--Spencer's Cost to Perform Excavation and Protection & Direction of Traffic $5,112,674.73

Less: Items paid by OSHD for Excavation:

Item #16 (PA 33) General Excavation 1,390,140.68 cy @ $2.20/cy	$3,058,309.50
Item #16 (PA 33) General Excavation 6,800 cy @ $2.20/cy	19,360.00
PA 30-Haul Cost Differential 1,050,478.36 cy @ .47/cy	493,724.11
PA 30-Haul Cost Differential 8,990 cy @ .47/cy	4,225.30
	$3,575,618.91

Less: Items paid by OSHD for Protection & Direction of Traffic:			
Item #3	90,000.00		
		$ 90,000.00	
Total--Reimbursements to Spencer from OSHD			$3,665,618.91
TOTAL EQUITABLE ADJUSTMENT			$1,447,055.82

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Ex. No. 1

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

June 20, 1974

Mr. Alfred W. Bates
Resident Engineer
Oregon State Highway Department
Roseburg, OR 97470

Re 6003-6

RE: GARDEN VALLEY ROAD--FAIRGROUNDS INTERCHANGE PROJECT

Dear Mr. Bates:

Pursuant to section 104.02, 109.04 and 109.05, notification is hereby given of a situation which will (or may) entitle us to compensation additional to that which we will receive at the prices and on the basis of payment specifically set forth in the contract.

June 18, 1974, Mr. John Leahy, assistant to the Attorney General, gave a statement to the paper, the News-Review, which was published that date. Mr. Leahy stated, "We're going to try to find an alternative disposal site that is agreeable to all parties". Mr. Leahy added that he was reasonably sure--because of the suit--that an alternative to the Gaddis Park area sites will be used for the rock disposal. Becaused of Mr. Leahy's official position, the statement does have impact and creditability.

As you are well aware, the Gaddis disposal site was used as a basis of our bid, and reasonable and prudent men would agree that the decision to use it is sound. We have gone to and through a great deal of expense and time to secure an easement agreement with the City of Roseburg. We have worked with you in modifying and improving the details of the disposal site and the haul route. You and I have looked at and appraised each and every waste site we know of, and I believe all of us agreed that this is the most efficient and least troublesome environmentally.

We are fearful that Mr. Leahy's statement will prejudice us and lead to a refusal of our site and, therefore, greatly increase our costs or cause cancellation of the contract. Either course would cause dire economic hardships that we feel are compensable by the highway department.

Sincerely yours,

S. D. SPENCER & SON

By Otis Jordan

OJ/ckb

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Ex. No. 2

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

Office

June 3, 1975

Mr. Al Bates
Resident Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract #8003-97

Dear Mr. Bates:

Pursuant to our conversations and meeting with Mr. Shirley and contrary to 108.04, we respectfully request permission to shove rock off the mountain from 10 p.m. to 5 a.m. and route traffic through town during these hours. An hour's time, from 5 a.m. to 6 a.m. would be necessary to thoroughly clean the highway. The haul would be achieved from the hours of 6 a.m. to 2:30 p.m.

In an operation of this nature, we would not cause inconvenience to the traveling public as the traffic flow during the summer months becomes heavier and heavier. No extra compensation is requested for this change.

Sincerely,

S. D. SPENCER & SON

OTIS JORDAN

By Otis Jordan

OJ/ks

S. D. SPENCER & SON

Ex. No. 3

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

March 1, 1976

Mr. Alfred Bates
Resident Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8003-150

Dear Mr. Bates:

In our serial letter #6, dated June 20, 1974, notice was given that change of waste sites could or would affect our cost of excavation. In our serial letter #33, dated August 29, 1974, notice was given that a shutdown could seriously affect our costs of excavation. In Mr. Leahy's letter of November 29, 1974, acknowledgment was made that we were entitled to extra costs due to change of waste sites. A price agreement covering the extra cost of haul was negotiated on March 7, 1975. At the time, certain extra costs due to change of waste sites could be determined; however, there could only be an estimate as to the hauling delays and inefficiencies brought about by the changed conditions of hauling to the south. In our serial letter #97, dated June 3, 1975, we pointed out the hauling delays and inefficiencies and suggested remedial actions. Throughout the project, we have shown our good faith (our commitment to only recover our increased costs) by accepting increases in excavation quantities.

Only recently were we able to obtain an accurate estimate as to the quantity of excavation. However, we have analyzed our costs of excavation and find a deficiency when compared to what we have been paid to date. This deficiency is due directly to the increased costs occasioned by the hauling delays and inefficiencies brought about by

Re: Contract No. 8003-150

the necessity to haul the waste south. For your scrutiny, we have analyzed our costs on a force account basis and compared same to the amounts we have been paid on the excavation items. The deficiency as of February 10, 1976 is $900,489.28. We request a price agreement for this deficiency be added immediately to our contract in order to eliminate the accumulation of interest and federal court costs.

A review of costs and amounts paid is enclosed for your review.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jlw
Enclosure
cc: Vancouver

EQUAL OPPORTUNITY EMPLOYER

Ex. No. 4

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

Sent 6-18-76
Reg. Return Receipt

March 1, 1976

Mr. Alfred Bates
Resident Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8003-149

Dear Mr. Bates:

Pursuant to Sections 104.02, 109.04 and 109.05 notice is hereby given that extra compensation is expected for Item 3, Temporary Protection and Direction of Traffic.

The grounds for claim are the extra work necessary to complete the item as a result of alteration of plans and the character of the work occasioned by the Jackson vs. Brinegar suit and its subsequent impact as regards to detours, haul routes and extra work.

Since the item is on an "all specified" basis and paid by lump sum and there is no approximate unit quantity or price and since the item is directly related to the man hours of flagging, we shall accept a formula such as:

Item 3 (original) is to Item 12 (original) hours	as	Item 3 (as is contract) is to Item 12 (actual) hours paid

Sincerely,

S. D. Spencer & Son

By Otis Jordan

OJ/jlw
cc: Vancouver

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

Ex. No. 5, p.1

November 29, 1974

DEC 3 1974

Daniel J. Seifer
Attorney At Law
Kobin & Meyer
3800 610 SW Alder Street
Portland, Oregon 97205

Re: Garden Valley-Fairgrounds Interchange-Interstate 5

Dear Mr. Seifer

This will memorialize the conclusions of the meeting held at the Oregon State Highway Division office on November 27, 1974.

1. The persons present at that meeting were:

   F. B. Klaboe, OSHD, A. E. Johnson, OSHD, Carroll Keasey, OSHD, Scott Colter, OSHD, Dick Lenz, OSHD, Alfred Shirley, OSHD, J. X. Wilson, OSHD, Al Bates, OSHD, Glenn Hossner, FHWA, Tom Lowe, FHWA, James Zotter, Attorney, FHWA, Norman Kobin and Daniel Seifer, Attorneys for Spencer and Son, George Spencer and Otis Jordan of Spencer and Son, and myself representing the OSHD.

2. Your client, George Spencer and Son, was assured by OSHD through Mr. Klaboe that OSHD does not at this time foresee any objections, nor do we presently have any objections to continuing the use of the Douglas County Fairgrounds site for the disposal of material from Mt. Nebo to the extent and in the manner desired by Douglas County. FHWA through Mr. James Zotter did not foresee any objections. Final firm approval of that site must await the final approval of the supplemental environmental impact statement, a draft of which is presently being circulated. This includes the operation of crushing machinery and hot plant equipment on that site and assumes appropriate local government approval.

3. Oregon State Highway Division acknowledges that they are liable for increased costs resulting from the use of that site as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. Zotter has agreed that your client is entitled to the extra costs.

4. The Defendants in the U. S. District Court case will ask for delay of the trial until the final supplemental environmental impact statement is approved and filed at which time we will ask for dissolution of the preliminary injunction and dismissal of the case.

If this does not comply with your recollection of the meeting please advise forthwith.

Sincerely

John L. Leahy

John Leahy
Chief Trial Counsel

nd
cc: F. B. Klaboe
Walter L. Barrie
James Zotter

II. SPENCER'S BID - GENERAL OVERVIEW OF BID PLAN

A. Acquired Gaddis Waste Site

B. Plan using Gaddis waste site

1. Bid plan allowed Nebo cut to be worked from North - most economical method

2. Bid plan allowed use of off-highway vehicles

a. Haul road

b. River crossing

3. Bid plan presented added benefits

a. Build valuable industrial property for resale

b. Sale of 500,000 c.y. of rip rap to the Southern Pacific Railroad

4. Bid plan allowed site for crusher and hot plant

C. Mandatory fills at Fairgrounds and Mercy - bid legal haul, bid plan did not preclude use of scrapers from Fairgrounds Interchange.

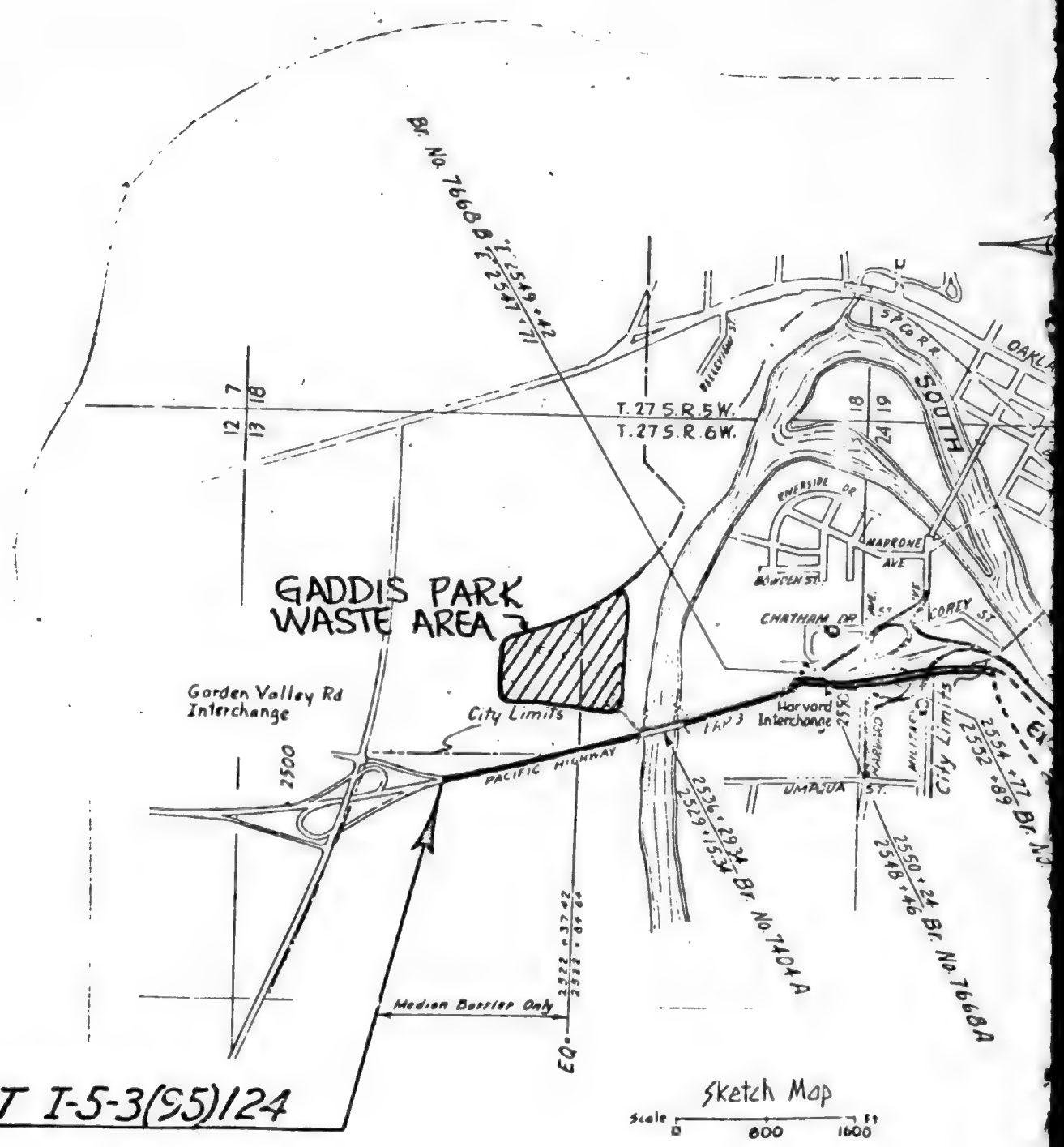
Prior to bidding the project, Spencer had acquired a plot of land north of the cut known as the Gaddis Park waste site. The site was particularly adequate as a waste site because of its location. The site was located .7 of a mile from the cut. The site could be hauled to by off-highway vehicles with a minimum of preparatory work. There would be little interference with highway traffic. The loaded haul was downhill. Crossing the South Umpqua River would be no problem because a fill had to be constructed to build a new bridge across the South Umpqua and a low river bridge could be constructed at a relatively low cost. The site was large enough to accept most of the fill and there was adequate room to set up a crushing plant and an asphalt plant.

The property was on a spur of the Southern Pacific Railroad. Southern Pacific was interested in purchasing large quantities, up to 500,000 cubic yards, of rock for rip rap. The property itself, by filling, would become prime commercial and/or industrial property.

However, the single, most significant advantage of the property was the fact that it was north of Mt. Nebo. Also, there was a natural bench and roadway already existing on the north slope of Mt. Nebo. Only by hauling to the north

could hauling units be brought up to the top of the cut benches so that loading could proceed without endangering the roadways below. Mandatory fills at the Douglas County Fairgrounds and at Mercy Hospital were figured as legal hauls. However, the bid plan did not preclude the use of scrapers from the Fairgrounds Interchange to the Fairgrounds waste area.

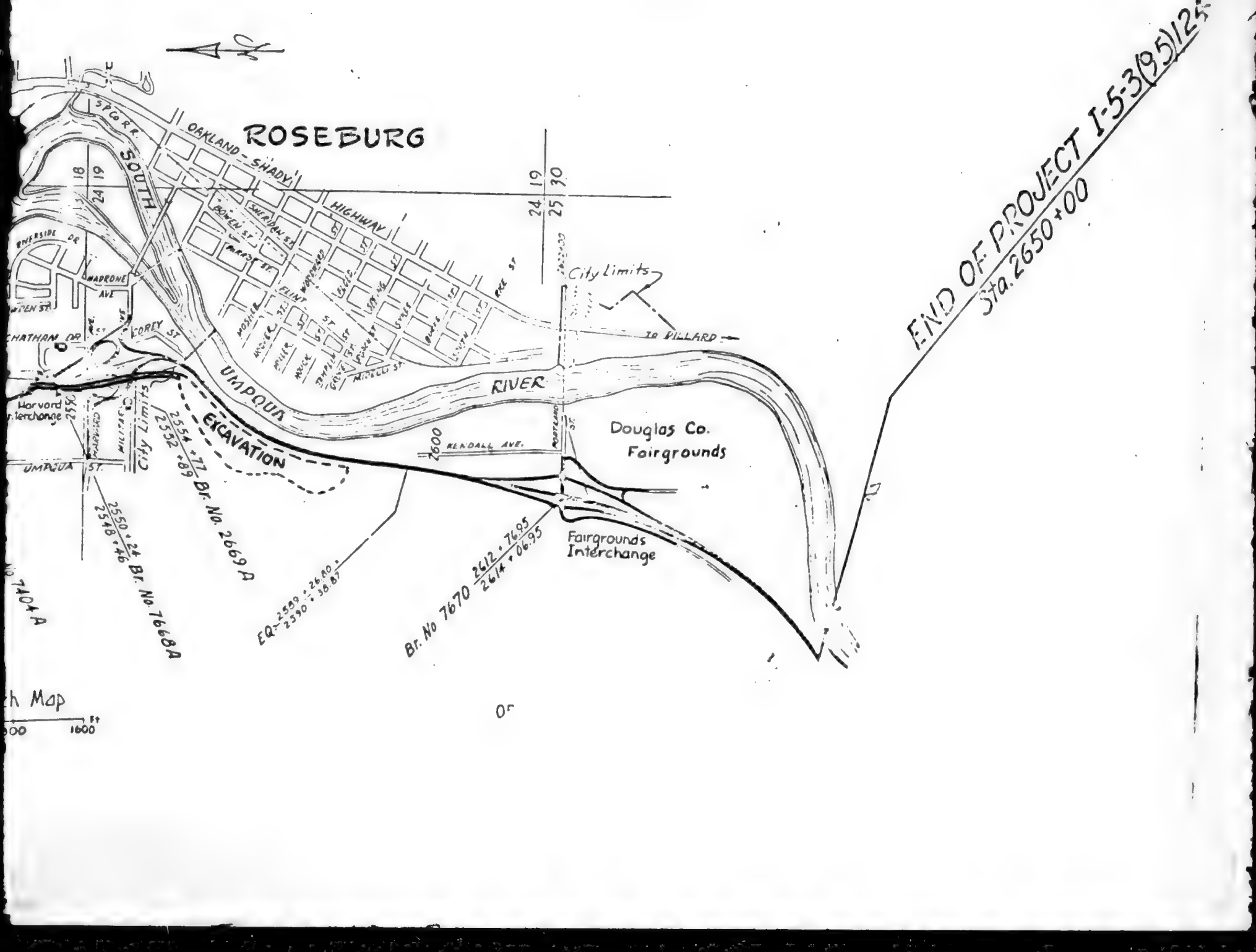
AS
EXCA



BEGINNING OF PROJECT I-5-3(95)124
Sta. 2513+00

AS-BID

EXCAVATION HAUL

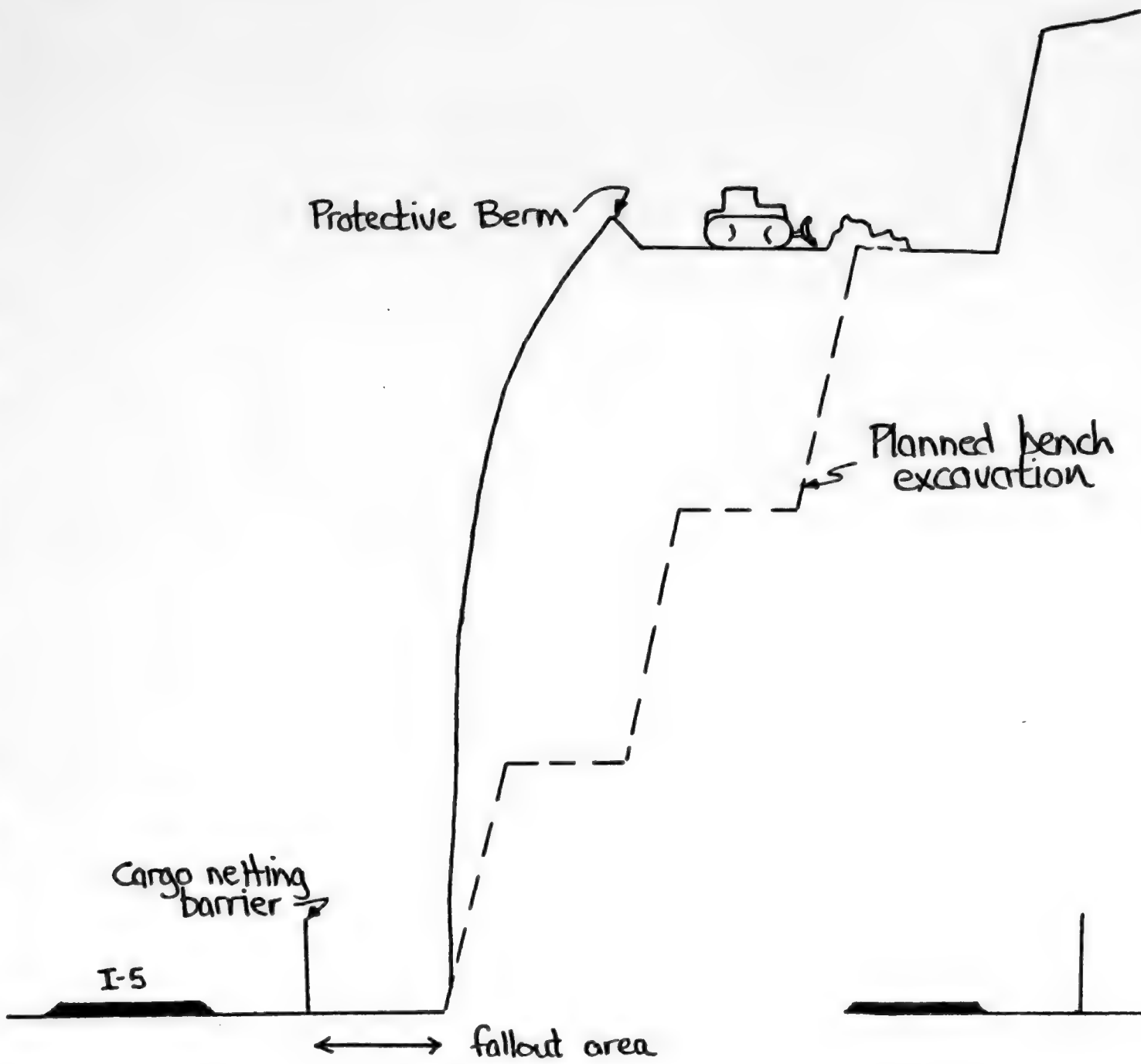


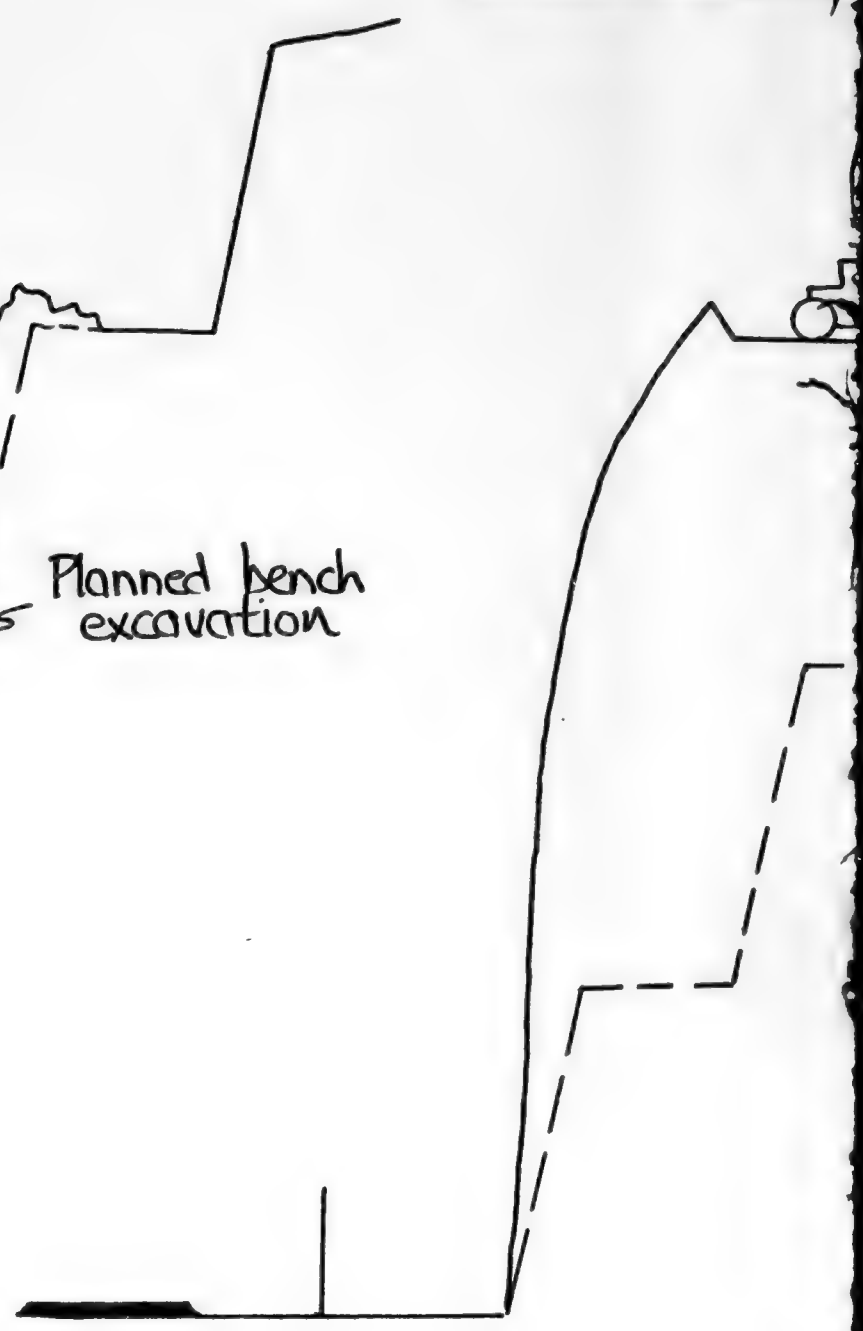
h Map

or

AS-B

STAGES OF E





STAGE I

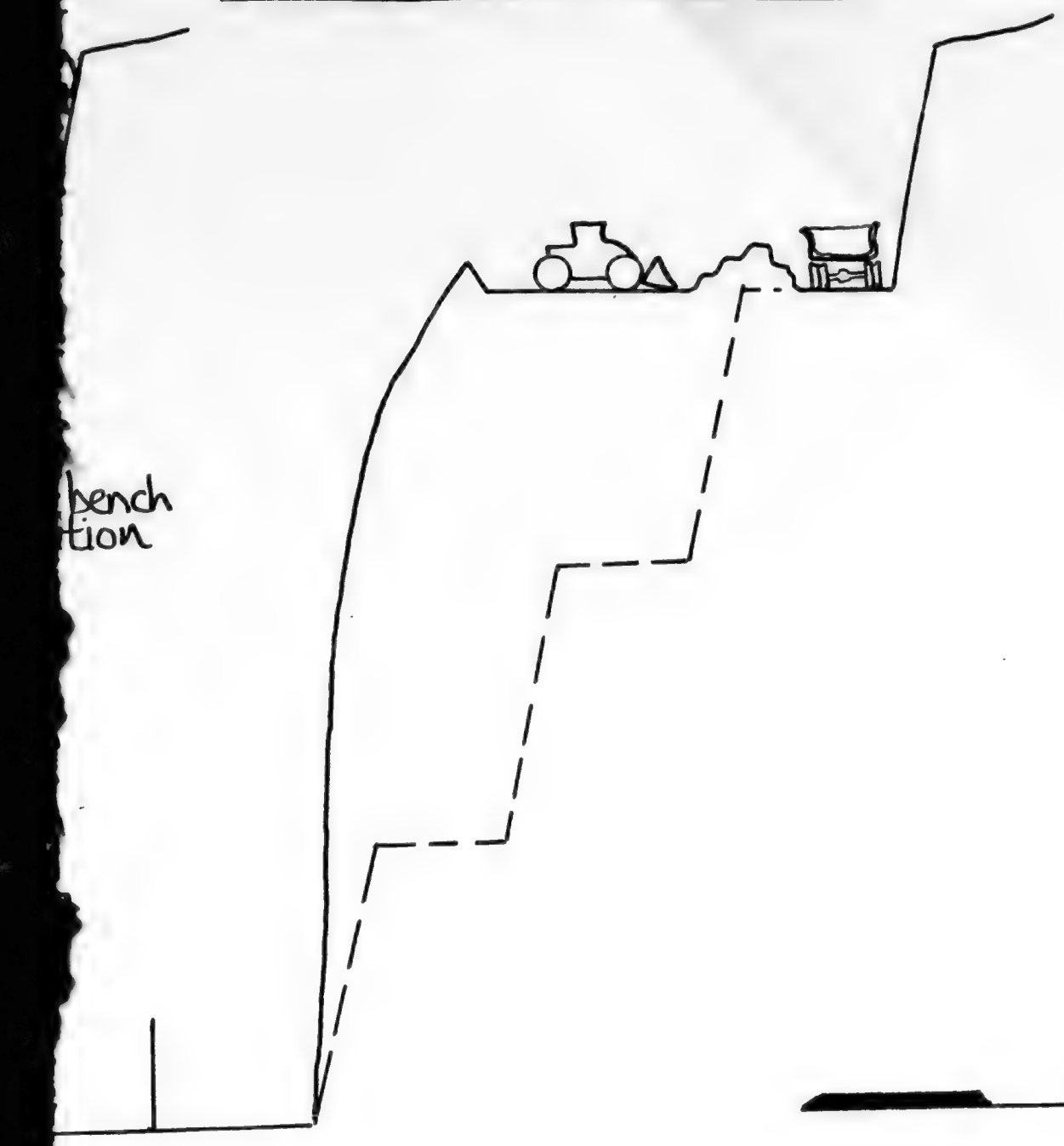
1. Material to be excavated ripped and/or drilled and shot.
2. Protective berm formed at edge of excavation to prevent material from rolling down slope.
3. Fallout area provided at toe of existing slope.

STAGE II

1. Excavation removed and loaded at cut level.
2. Material hauled down grade 0.7 miles to Gaddis Waste Area.
3. Freeway traffic uninterrupted except during shot.
4. Occasional rock and berm material removed from fallout area at contractors liesure.

AS-BID

STAGES OF EXCAVATION



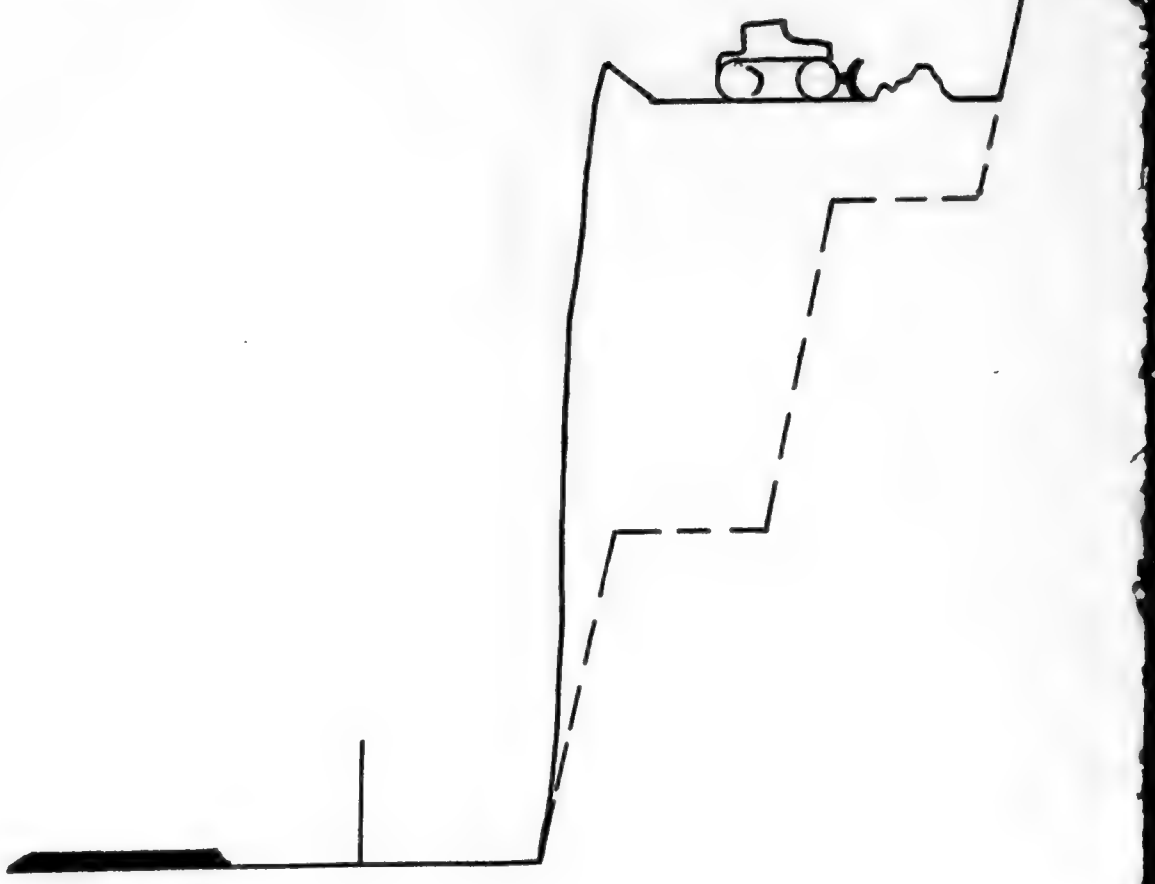
bench
tion

II
cavation removed and
ded at cut level.

aterial hauled down grade
7 miles to Gaddis Waste
ea.

eeway traffic uninterrupted
cept during shot.

ccasional rock and berm
aterial removed from fallout
ea at contractors liesure.



STAGE III

1. Excavation continues down slope in same sequence.
2. Contractors work uninterrupted by freeway traffic and no traffic in fallout area. No interference with other traffic.
3. Minimum flagging and traffic protection and direction.

III. SPENCER'S BID PLAN FOR EXCAVATION IN DETAIL

A. Material to be fractured (ripped and/or drilled and shot) then loaded out to North, including protective berm

B. 40' of fallout towards freeway: Resident engineer acknowledges that more than plan fallout needed--cargo net barrier

C. Freeway traffic flows freely most times except during shot. Contractor's work not interrupted; no traffic in fallout area.

III

By using the Gaddis Park waste site, the material from the cut could be fractured either by ripping or by drilling and shooting, then loaded at the elevation where the material was ripped or shot and hauled to the north. A berm could be left between the side of the excavation and the side of the mountain already in place. This berm would protect the roadway beneath. Additionally, 40' of fallout could be provided at the toe of the existing cut and the centerline of the existing highway. The resident engineer acknowledged prior to bidding the project that more fallout area was needed than shown on the plans and acknowledged that a proposal could be made after the bid to increase the fallout area at the toe of the existing cut. By allowing for loading and hauling to the north, freeway traffic could flow freely at most times, except during a shot. The contractor's work would not be interrupted by traffic and there would be no traffic in the fallout area to interfere with the contractor's construction.

IV. SPENCER'S BID IN DETAIL

Section IV presents the estimate sheets and data of Spencer's estimate on the Excavation Item and the Protection and Direction of Traffic Item.

In Spencer's original bid plan, the placing of signs for excavation would be confined to Harvard St. Harvard St. would be the only street that had to be crossed. The balance of the haul would be off highway requiring no protection and direction of traffic.

The bulk of expense for protection and direction of traffic would be in the bridges, paving and drainage work.

NEBO

1. WIDEN EXISTING ROADWAY TO PROVIDE ROOM FOR TRAFFIC & FALL OUT GABION SECT. - SET UP FOR BIKE PATH - THIS IS ABOUT 12' TO 15' BELOW SHOULDER IT COULD BE FILLED & RE EXCAVATED FOR ADDED HIWAY WIDTH AROUND THE POINT. GABIONS GO FROM STA 2568+00 TO 2577+10 - 1110L' SAY .08 / CY FOR THIS ITEM

2. BUILD BARRIER FOR FALLING ROCK 2568+00 TO 2574 - 600 L' USE # PILE DRIVE IN HOLES OF OLD MEDIAL RAIL 12½' O.C WITH CARGO NETTING BETWEEN. SAY .10/CY FOR THIS ITEM

3. PIONEERING: WITH WIDENED SECTION WE SHOULD BE ABLE TO GET ACROSS CHUTES. - ONE CAT THRU OUT LIFE OF PROJECT WILL DO COMPLETE

4. DRILL & SHOOTING: REQUIRD 110,000 L' OF PRESPLITTING. DELAYS TO CENTER LEAVE BERM - PROTECTION - TAKE DOWN 10' INCREMENTS. SHOVE OVER & PICK UP WITH FLAGGING. .90 / CY FOR THIS ITEM

5. LOADING & HAULING. MAY BE ABLE TO SCRAPER 100,000 CY OR SO IS IT WORTH IT? 100,000 CY Common, 100,000 CY INTERMEDIATE, 200,000 CY SOLID. - 2 LOADERS & 8 HAULING VEHICLES ON .7 MILE HAUL SHOULD LOAD 13000 CY / DAY WILL NEED 4 CATS + PIONEER CAT ABOVE .52 ¢ FOR THIS ITEM

6. HAUL RD & BRIDGE ACROSS RIVER: LOADING AREA ACROSS [illegible] AND UNDER BELOW (CLOSE BELLOWS) FOLLOW NEW CHANNEL - PLACE PART OF ROCK FILL - TO OVER (FILL RIVER - EX NEW) (OLD RIVER) [illegible] TO USE FOR STRUCTURE

VE BID

6 CONT - USE RAILROAD CARS FOR STRUCTURE - OR USE FALSE WORK MATERIAL. .033/cy ON THIS ITEM.

7. WASTE SITE WITH SWAN & SMITH. BY THE TIME WE BUY PROPERTY GET PERMITS & SCREW AROUND FIGURE $100,000 OR 10¢/cy FOR THIS ITEM.

8. EXTRA FOR 200,000 cy OF LEGAL HAUL - 1.6 AVE. HAUL TRUCKS ADD .50/cy OR 10¢/cy ON THIS ITEM.

		Rock
1.	COMMON	.08
1.	.08	.10
2.	.10	
3		90
4		52
5	.52	.033
6	.033	.10
7	.10	10
8	.10	1833
	.933	.14
	.306	2.47
	1.239	

226,600 cy common @ 1.24 = 280,984
803,400 cy Rock @ 2.47 = 1984,398
2265,382 ÷ 1030,000 = 20/cy

MT. NEBO

ESTIMATE FOR ITEM #3 PROTECTION AND DIRECTION OF TRAFFIC

FIGURES FROM BIDDING ESTIMATE COPIED THIS 26TH DAY OF JANUARY, 1979

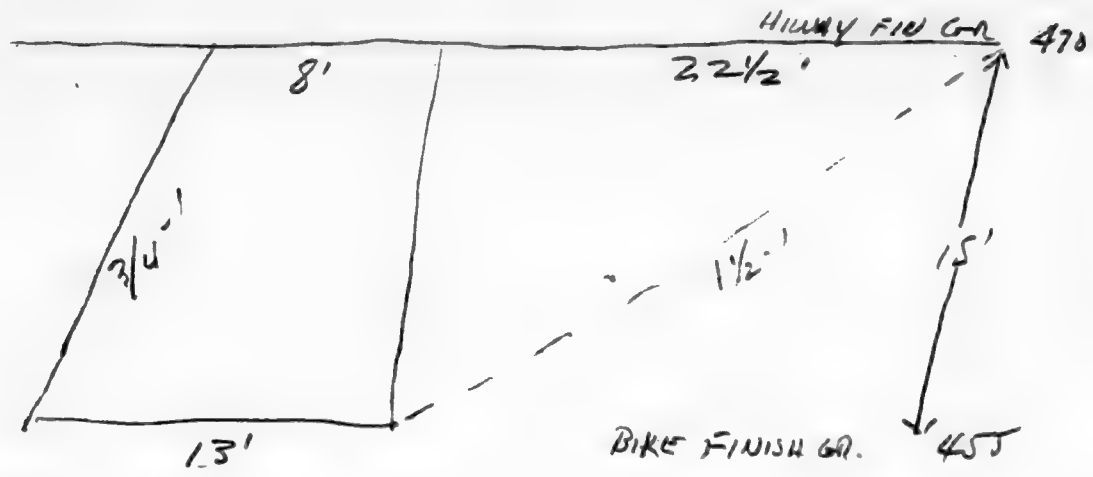
ELECTRICAL & MATERIALS	$32,450
LABOR	$43,700
COVES	$6,000
	$82,150
ALLOWANCE	$7850
BID	$90,000

WIDEN - USE BIKE PATH

START @ STA 2568 - END @ 2582 - 1400' 400' FOR TAPER

STA 2568 TO 2577 +10 ON GABION FILL & REMOVE

" 2577 +10 TO 2582 ON EXISTING GR FILL & REMOVE



LOOKS POSSIBLE TO GAIN 30' OF ADDG WIDTH + EXISTING SHOULDER

$$\frac{21.5 \times 15 = \quad}{\frac{30+13}{2}} \times 15 = \frac{322.5^{\square'} \times 1400}{27} = \frac{451\,500}{27} = 16722 \text{ cy}$$

16722 × 1 PLACE = $50,016

" × 2 REMOVE

SURFACE $\frac{1400 \times 38'}{9}$ = 6005y @ 4.00 = $24 000

$74,016

SAY .08 / cy.

2. BARRIER FOR FALLING ROCK

600' @ 12½ = 48 pcs 12 x 12 x 53#

SAY 35'	48 x 35 x 53 x .20 =	$17,808
DRIVE	48 x 200 EACH	4,600
CARGO NET	15000 ㎥ @ 1.00	15,000
PLACE	15000 ㎥ @ .50	7500
		$49,908

REBUILD PARTIALLY SEVERAL TIMES COULD BE ANOTHER $20,000.00 FINES ETC COULD SPEND $100,000 ON THIS ITEM SAY 110 LUMP.

4. DRILL & SHOOT. 800,000 CY

REQUIRES 110,000 L' PRE SPLIT @ 1.20/LFT =

132,000 ÷ 800,000 = .165/CY

DRILL & SHOOT .785/CY

.900

SAY .900 / CY

PLAN VIEW

ELEVATION

Ex. No. 8, p. 1

Shot Patterns

EX. NO. 0, p.2

STEM 7'

SHOT DATTERS

2½', 3.0'

PRE SHEAR

1½ 4
2 8
13 12

24'

¼-1

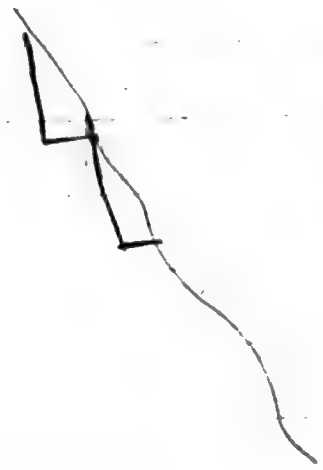
13'

12'
STEM 6'

LINE DEPTH #1
12

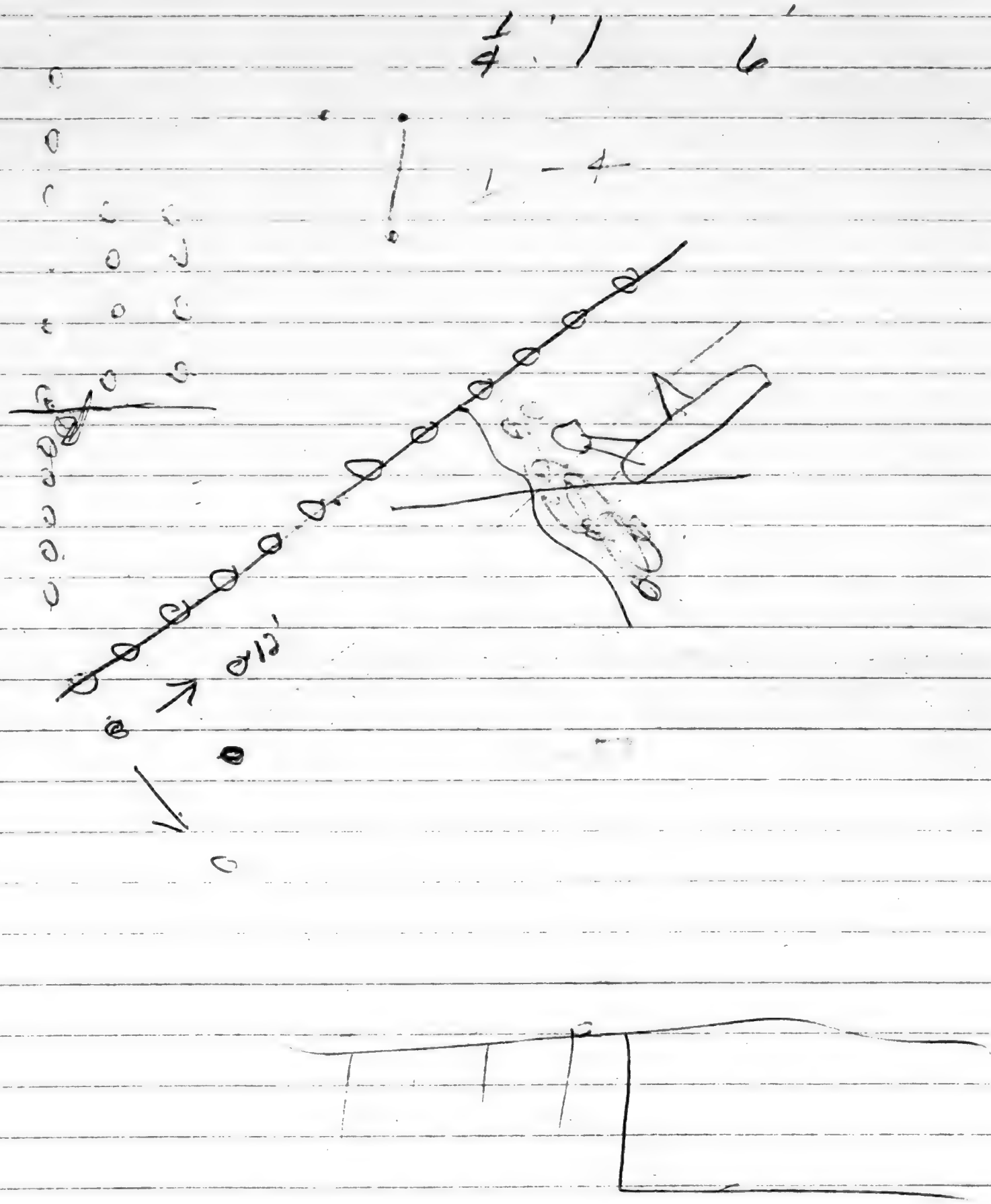
3'

8' square
7' Stem



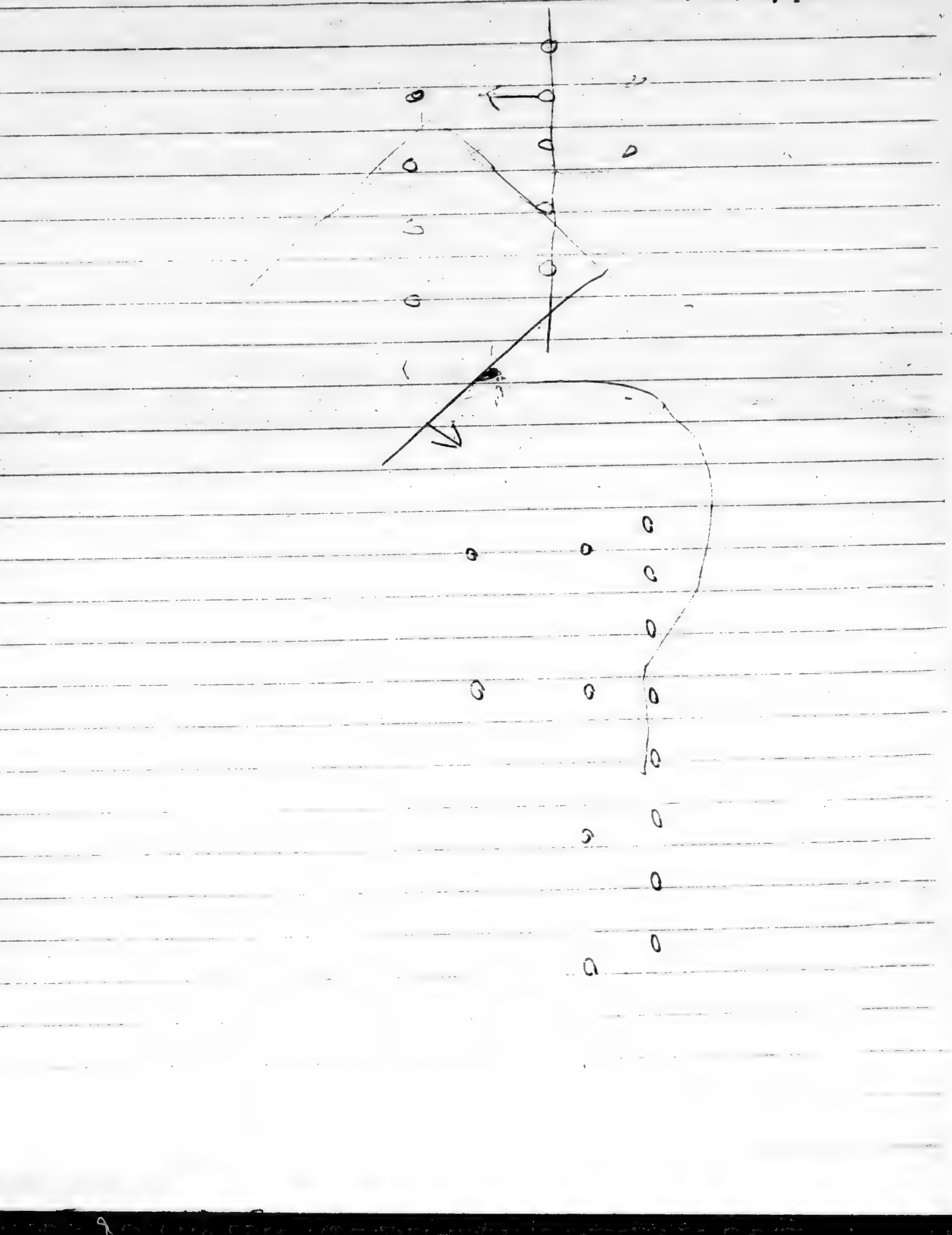
#1 #2 #3

SHOT PATTERS



SHOT PATTERNS

Ex. No. 8, p.4



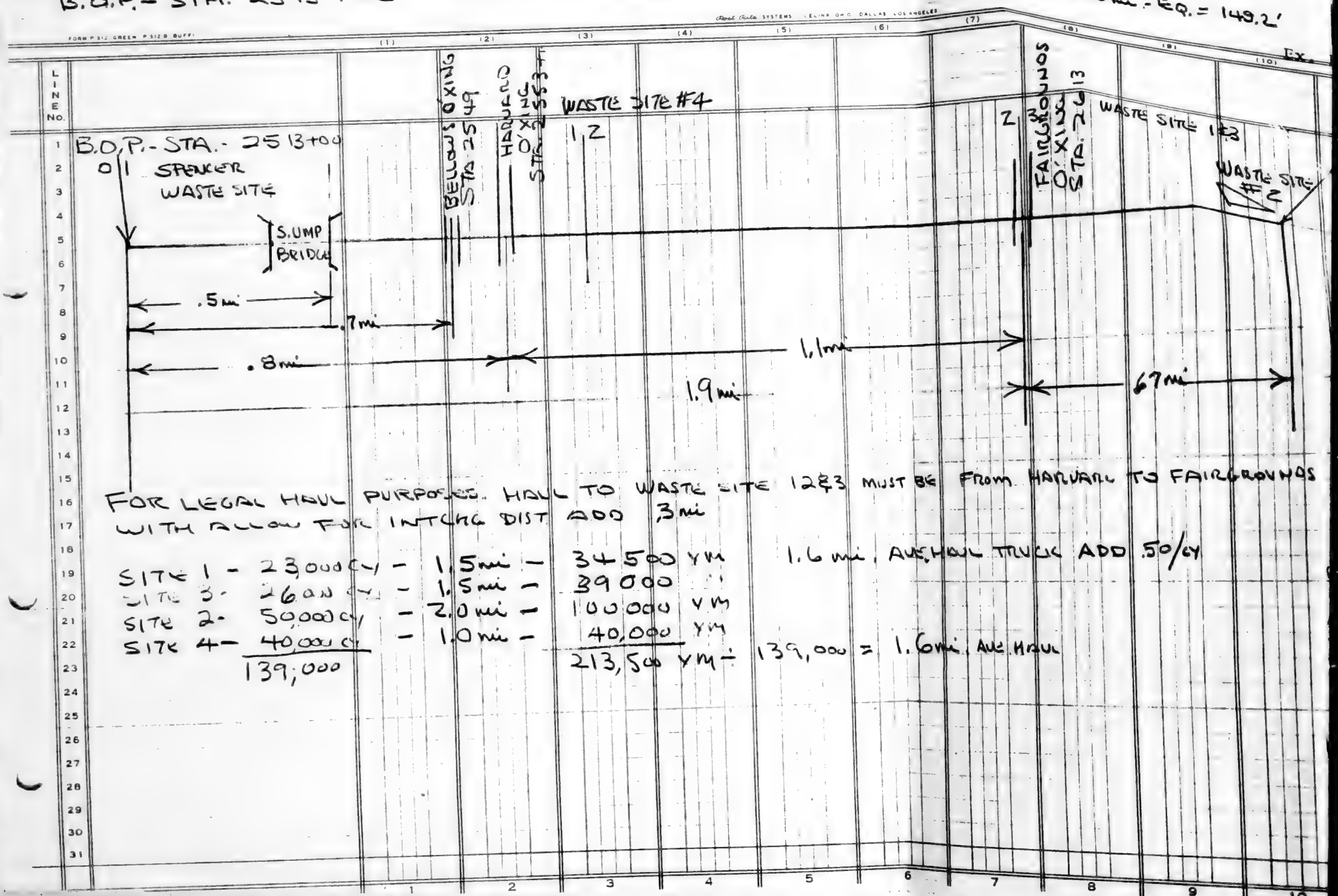
5 LOAD & HAUL.

USE 2 LOADERS & 8 769 & 5 CATS (INCL PIONEER CAT) FOR 13,000 CY PER 8 HR DAY

LOADERS	2 x 8 x 63 $^{65}_{-}$ / HR	=	1018.40
TRUCKS	8 x 8 x 55 $^{30}_{-}$ / HR	=	3539.20
CATS	5 x 8 x 55 $^{85}_{-}$ / HR	=	2235.20
BLADE	1 x 9 x 53 $^{02}_{-}$ / HR		477.10
FOREMAN STAKE CHASERS MISC. PEOPLE	9 x 55 $^{30}_{-}$ / HR	=	497.70
			$6769.60

$6769.60 ÷ 13000 CY = .52 / CY

LINE GRADE - GARDI, V. - FAIRGROUNDS INTG. - OSHD - L = 2.57mi.
B.O.P. - STA. 2513+00 - E.O.P. - STA. 2650+00 - 13700 FT (L.O.P.) = L 2.595 mi. - EQ. = 149.2'



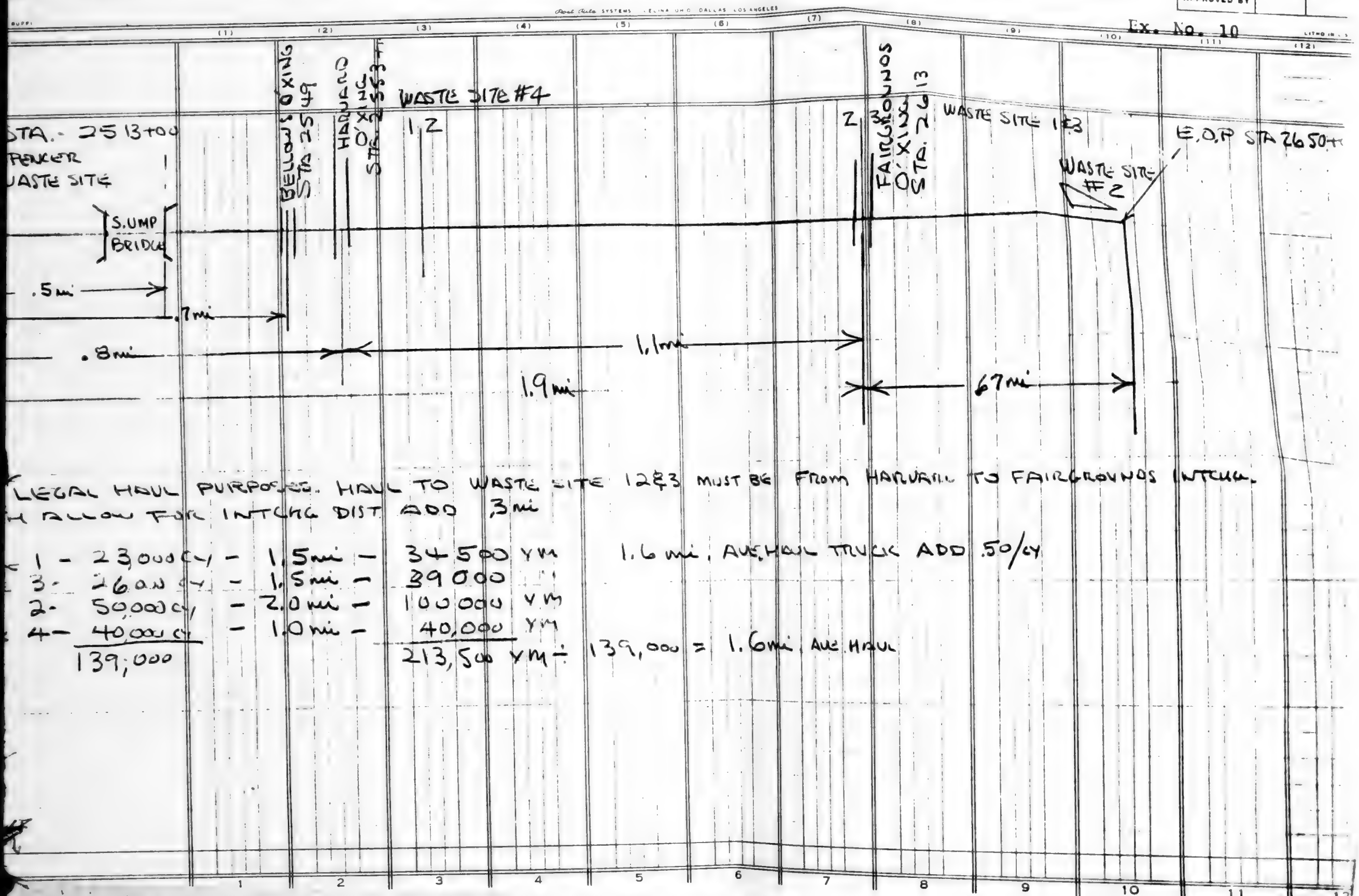
FOR LEGAL HAUL PURPOSES. HAUL TO WASTE SITE 1&3 MUST BE FROM HARVARD TO FAIRGROUNDS
WITH ALLOW FOR INTCHG DIST ADD .3mi

SITE 1 -	23,000 cy	- 1.5mi -	34500 ym	1.6 mi. AVE. HAUL TRUCK ADD .50/cy
SITE 3 -	16,000 cy	- 1.5mi -	39000 "	
SITE 2 -	50,000 cy	- 2.0mi -	100000 ym	
SITE 4 -	40,000 cy	- 1.0mi -	40,000 ym	
	139,000		213,500 ym ÷	139,000 = 1.6mi. AVE. HAUL

GARDEN V. - FAIRGROUNDS INTCHG. - OSHD - L = 2.57mi.
STA. 2513+00 - E.O.P. - STA. 2650+00 - 13700 FT (L.O.P.) = L 2.595 mi. - EQ. = 149.2'

PREPARED BY
APPROVED BY

Ex. No. 10



LEGAL HAUL PURPOSES. HAUL TO WASTE SITE 1&3 MUST BE FROM HARVARD TO FAIRGROUNDS INTCHG.
H ALLOW FOR INTCHG DIST ADD .3mi

1 - 23,000 cy	- 1.5mi -	34500 YM	1.6 mi. AVE. HAUL TRUCK ADD .50/cy	
3 - 26,000 cy	- 1.5mi -	39000 "		
2 - 50,000 cy	- 2.0mi -	100000 YM		
4 - 40,000 cy	- 1.0mi -	40,000 YM		
139,000		213,500 YM ÷	139,000 = 1.6mi. AVE. HAUL	

HAUL RD ETC

4 CATS @ 1500 EA = 6000

HAUL & SET
4 x 500 = 2000 — 40 HRS @ 100/HR = 4000 — = 6000

WORK PLATFORM IN
SHORE & CLIB OF
SO UMPQUA

HAUL RD THRU
RK. TO WASTE SITE
CAT 80 HRS @ 55.85 = 4668
BLADE 40 HRS @ 53.02 = 2121
6789

HAUL RD FILL
$\frac{1.000 \times 30 \times 4.5}{27}$ = 5000cy

5000cy x 3.00 (PLACE & REMOVE) 15.000

$33789

SAY .033

Summary

	Emb
[illegible]	107,364
167,415	8,106
[illegible]	140
1,028	10
[illegible]	547
7973	0
55,124	0
24,719	3198
204	4103
0	4482
9283	0
10,409	762
9611	813
12,675	0
325	13,596
13,536	9,433
[illegible]	6 277
7,416	8240
8771	3934
0	42,317
977,028	213,942

Line Plans

	Exc.	Emb	
"NB"	9075 +12	112,614	+465
"SB"	767,422 -3	8 [illegible]	+43
[illegible]	[illegible] OK	[illegible]	OK
Ballast "A"	1,028 OK	10	OK
"A"	40,021 OK	547	OK
"HB"	1976 OK	0	OK
"B"	55,124 OK	0	OK
"C"	24,719 OK	3198	OK
"D"	204 OK	4103	OK
"E"	0 OK	4477	-5
"F"	9283 OK	0	OK
"M"	10,409 OK	762	OK
"FR"	9612 +1	811	-2
"K"	12,675 OK	0	OK
"N"	325 OK	13,596	OK
"Bmt. Gr."	13,536 OK	9,433	OK
Top Soil		6277	OK
Rock Inlay	7,416 OK	8240	OK
B Way	8756 -15	3934	OK
Sel. Rock	0	37272	-504
	977,023	213,585	

"U" Lines	1202	25
Topsoil		114
Topsoil		104
Earthmound		51
Earthmound		51

OREGON STATE HIGHWAY DIVISION

Item ... Backcharged to ...

Mt Nebo Excavation 720,198
A LINE 40,024
HB LINE 1,976
B-LINE 33,124
795,322 C.Y.

Total Emb 203287
- select rock 50557
152,730 remaining emb

957,315 Total Exc
- 795,322 Mt Nebo
161,993 Exc made not by Nebo
0.9
makes 145,794 emb

152,730 needed emb
- 145.794
6936 to be made from Mt Neb
50,557
57,493 from Nebo

795,322 Exc from Nebo.
- 57,093
737,829 Excess from Nebo

2 mi
50,000
40,000
134,000

designated waste

Garden Valley Rd-Fairgrounds Interchange
Pacific Highway — Douglas County

Earthwork Summation

	Excavation	Embankment
L" 2522+85 - 2650+00 (N. Bd)	9,063 ~~6,782~~ c.y.	107,964 ~~99,000~~ c
L" 2522+85 - 2650+00 (S. Bd)	767,825 ~~751,499~~ 774,841	~~9,027~~ 81
Harvard Avenue	21,339	140
Billows Street	1,025	10
A" Line	40,024	547
A" Line	1,976	0
B" Line	33,124	0
C" Line	24,719	3,198
D" Line	204	4,103
E" Line	0	4,482
F-Line	9,283	0
H" Line	10,409	782
K" Line	9,611	813
K" Line	12,675	0
V Line	325	13,596
Inward Inteh Contour Grading	19,636	9,433
To Soil		6,277
Rock Inlay (2604+50 - 2609+00 S. Bd)	8,771 (Rock)	x 8,240
Driveway		3,934
Silver Fill Select Rock 2578+08 - 2585+00, 2586+55 - 2601+00		x 42,317 ~~7,021~~
	~~957,315~~ 777,712	~~203,287~~ 213,9[illegible]

42,303 cy — FAIRGROUNDS INTCHG
(18,229)
24,074 cy TO WASTE @ FAIRGROUNDS.

15,191 cy
15,191 x 1.2 = 18,229 cy OF EX. REQ.

Mainline
Mt Nebo Excavation 729,178

"I" Line 1202
Topsoil 25
Topsoil 114
Earthwork 104
Earthwork 51
Earthwork 51

RED CHECK IS QUAN. REDUCED TO
THIS IS FOR TRUE ALLOWANCE

SECTION Grading, Pt. of Paving & Appurt.

PREFIX NO. 610-195-110 CONTRACT NO

Ex. No. 12, p.4

STATION		AREA CUT	AREA FILL	C.Y.			
553 + 01		19					
	100	619	/	1140			
559 + 01		602					
	99	3600		6600			
Begin Br. Rel. Sta. 2560 + 00		3300 Cut & 7920 Allowed	Red Check				
	97	20240	/	32,816 36,357			
2560 + 97		12,320					
	94	26400	/	42,203 45,956			
2561 + 91		14,080					
	94	31,500	/	51,675 55,355			
2562 + 65		17,720					
	93	36,640	/	59,577 63,102			
2563 + 78		18,920					
	92	40,260	/	65,049 68,625			
2564 + 70		21,360					
	94	44,600	/	73,667 77,637			
256 + 64		23,240					
	96	46,230	/	78,288 82186			
2566 + 60		22,990					
	98	45,910	/	79,043 83463			
2567 + 58		23,000					
	49	39550	/	34,051 35,988			
2568 + 07		16550					
	50	31,230	/	27,775 28,917			
2568 + 57		14,630					
	50	31,180	/	27,303 28870			
2569 + 07		16,500					
	49	30,240	/	31,031 32702			
2569 + 57		19,540					
	51	32,220	/	29,333 30429			
2570 + 77		12,680					
	50	20420	/	15,735 18925			
257 + 57		7,760					
	50	11680		10,999			
2571 + 07		4120					

PAGE TOTAL	672,386	0
SUB TOTAL	672,386	1642

194 NO

PAGE NO 21

SP-32339-734

—1ST REV (RT) -SB

SECTION [illegible] HIGHWAY [illegible] LINE [illegible]

PROJECT NO. [illegible] CONTRACT NO. [illegible] SHRINK OR SWELL FACTOR [illegible]

STATION		AREA CUT	AREA FILL	VOLUME CUT	VOLUME FILL	ADJUSTED FILL VOLUME	SUMMATION
[illegible] +07		4120					
	50	3900		7777			
[illegible] +57		4250					
	50	4460		7370			
[illegible] +07		3650					
	50	5392		4992			
[illegible] +07		1712					
	50	2337		2163			
2573 + 07		6250					
	50	2225		2060			
2573 + 57		1600					
	51	3600		3399			
2574 + 03		2000					
	50	3800		3518			
2574 + 58		1800					
	50	4400		4074			
[illegible] +08		2600					
	50	4400		4074			
[illegible] +58		1800					
	50	2510		2324			
[illegible] +08		710					
	50	1330		1231			
[illegible] +58		620					
	50	1249		1148			
[illegible] +08		620					
	50	1040		962			
[illegible] +58		420					
	50	1140		1055			
[illegible] +08		720					
	50	1260		1166			
[illegible] +58		540					
	50	540		499			
[illegible] +08		0					
	To			0			
[illegible]		0					

PAGE TOTAL		47 912	0
SUB TOTAL		720 192	1642

ITEM NO

PAGE NO 3/1[illegible]

SP-52559-734

$1^2 = v\,(24) - 53$

	Sta L Line	1 Vert Pre-Split	2 Exc Com S.F.	3 Exc Rock S.F.	4 Vol Com Exc.	5 Vol Rock Exc.	6 L F Pre-Split Sta - Sta
1	50	90					
2	2572+67 Silver		60	1412		4993	4500
3	50	51					
4	2573+07		42	625		2164	2550
5	50	58					
6	2573+57		75	1600		2,060	2900
7	50	87					
8	2574+08		100	2000		3,333	4350
9	50	101					
10	2574+58		102	1800		3,519	5050
11	50	116					
12	2575+08		130	2600		4,074	5800
13	50	125					
14	2575+58 (Bullsh.t)		120	1800		4,074	6250
15	50	87					
16	2576+08		55	710		2,324	4550
17	50 Silver	53					
18	2576+58		50	620		1,231	2650
19	50	44					
20	2577+58		37	420		763	2200
21							
22							
23				Total Com = 101,223			
24							
25							
26							
27							
28							
29							
30							
31							
32							
33							
34	Increase Common by 100,000						
35	Increase Rock by 100,00						
36							
37							
38							
39							
40							

Total 237,193

Divided by 2.5 1/sta

= 94,877 L.F

Parabola on 1/4:1

Total Rock Exc = 760,026

Say 760,000 Yds³

Total = 200,000 Yds³

Total = 760,000 Yds³

			1	2	3	4	5	6	
1	1	LOADER	50	50					1
2	4	4 DAY HAULERS	40	160					2
3	1	LOADER	50	50					3
4	4	4 DAY HAULERS	40	160					4
5	1	DOZER	24	48					5
6	1	GRADER	35	35					6
7	2	CAT ROLLER	45	90					7
8	2	(FILL	45	90					8
9		BULL COOKING	100	100					9
10	3	~~DRILL~~	~~40~~	45					10
11	3	FORGME	15	828					11
12									12
13									13
14									14
15		SHIFTS @ 15½ HRS/DAY							15
16									16
17		Figure x 1 days/mo = 1,627.5	828 =	1,347,570 00					17
18									18
19		Rock 660,000 x 0 50 =	330,000 00						19
20									20
21				2061	1,677,570 00				21
22									22
23				÷ 1,030,000 =	1 63				23
24		Rock 1,000							24
25			2.53 x 1.50						25
26									26
27		50							27
28									28
29			50,400 ÷	1,500 =	33 60				29
30									30
31									31
32									32
33									33
34									34
35									35
36									36
37									37
38									38
39									39
40									40

Assume 3/4:1 Slopes Common — Ex. No. 13, p.5

" 1/4:1 Pre-Spl. — Not ADJ for Curv.

	Sta L-Line		1 Vert Ht Re-Split L F	2 L-Line + 3B Line Sq ft Exc. Com.	S.T. Exc. Rock	4 Vol Com Exc.	5 Vol Rock Exc.	6 L.F Pre Spl. Sta - Sta
1	℄ L					Yds³	Yds³	Divide Total by spacing
2	2558+01		29	520	2560			
3		100	30			2778	10,667	3000
4	2559+01		31	980	3200			
5		100	32			10,926	11,481	3200
6	2560+00		33	4920	3000			
7		100	33.5	CX Lins				
8	2561+00		34	8220	4100	24,333	13,148	3350
9		91	57					
10	2561+91		80	2240	11240	18,638	25,351	5187
11		94	84					
12	2562+85		88	2680	15040	9,609	45,746	7896
13		93	71.5					
14	2563+78		95	2360	16,560	6,680	54,422	8501.5
15		98	99			8,929	64,172	9702
16	2564+70		103	2560	18,800			
17		94	106			9,470	68,167	9964
18	2565+64		109	2880	20,360			
19		94	116.5			5,971	74,503	13771
20	2566+60		184	550	22,440			
21		98	223			—	82,465	21854
22	2567+58		262		23,000	—		
23		99	241			—	72,508	23859
24	2568+07		220		16,550			
25		50	220			—	28,237	11,000
26	2568+57		220	680	14,000			
27		50	243					
28	2569+07		275	100	16,100	1,000	27,870	12150
29		50	295					
30	2567+56		315	100	19440	463	32,707	14750
31		50	298					
32	2570+07		290	760	12,320	426	26,407	14,700
33		50	248					
34	2570+57		215	—	7760	—	18,592	12,400
35		50	168			—	11,000	8400
36	2571+07	50	120	—	420	—		
37			127			—	7,178	6550
38	2571+57	50	155	—	12,600			
39			127			—	7,570	6550
40	2572+07		120		420			

4806 · Buff Blue Green

Spencer & C / Prop.

Ex. No. 14, p.1

Lim City Prop

-00 RR 456.7 460/200 460/660

W P/L
0 437/200 436/250 436/295 438/330 440/370 442/455 444/490 446/525 450/600 452/670

RR. 456.8 460/170 460/645 R.R ROW 690

1+00 N. 0 438/170 440/220 440/300 438/360 440/410 442/440 444/500 446/530 448/570 450/610 452/645 R.R.R/W 665

RR 456.8 460/25 460/615

2+00 0 460/25 450/60 440/80 432/115 436/180 440/220 442/300 442/470 444/500 446/560 448/590 450/615 RR R/W 650

RR 456.5 460/5 460/620

3+00 0 452/5 456/40 450/70 440/85 436/100 434/155 434/175 440/220 442/250 444/470 446/570 448/600 550/620 RR. 650

RR 456.3 460/5 460/620

4+00 456/0 454/50 440/75 438/80 436/130 434/155 440/210 444/275 444/400 444/500 446/570 448/600 450/620 R.R. 645

R.R 456.3 460/7 460/628

5+00 453/0 452/30 450/75 440/90 438/100 438/170 440/225 446/310 446/585 448/640 R.R/R/W.

456.3 460/10 460/625

6+00 450/0 448/70 446/115 440/130 440/185 442/250 446/300 448/450 450/635 R.R. R/W

456.7 460.7/10 460.7/627

7+00 451/0 450/65 448/120 442/135 442/230 442/275 446/300 448/400 450/490 452/635 R.R. R/W

456.5 460.5/8 460.5/623

8+00 453/0 452/30 450/110 448/140 444/150 444/330 450/460 452/600 453/630 RR. R/W.

RR 457.2 461.2/5 461.2/622

9+00 457/0 456/15 452/100 450/135 444/170 444/200 446/260 446/390 448/470 450/500 452/570 453/630 R.R. R/W

RR 458.3 462.3/2 462.3/612

9+90 N 460/0 454/100 450/130 446/150 446/210 446/260 448/340 446/435 450/490 452/550 454/620 R.R. R/W

	Area	Dist	Vol
C 10	8105 ~~16,210~~ ft^2		
1+00	8275		
2+00	10,540		
3+00	9,220		
4+00	10,140		
5+00	9,674		
6+10	8,630		
7+00	8,324		
8+00	7,729		
9+00	7,695		
9+90	7676		

87,903 Ave = 8790.3
10

$$\frac{8790.3 \times 990}{27} = 322,311 \text{ yds}^3$$

Stake of Ore. Top.

	Stake Prop	W. Line Prop.
0+50		0

A = 8,105

R.R = 456.7

456.7/160

456.7/715.0

1+00 S	434/160	440/230.0	444/300	446/490	448/590	450/680	451/720.0 R.R. R/W

456/100

456/755

R.R 456.

2+00	438/100	442/190	444/280	446/450	448/600	450/730.0	451/760	R.R R/W

456/0

456/814

R.R 456

3+00	436/0	438/60	440/80	442/110	444/400	446/550	448/700	450/760	454/815	E. R.

454/0

454/816

R.R. 454

4+00	442/0	444/200	446/640	448/730	450/820	E. R.

454/500

454/817

5+00 S.	442/500	444/540	446/825	E. R.

	Area
0+00	8105
1+00	6,528
2+00	4,873
3+00	9,339
4+00	7,232
5+00	2973

Ave = 6845

+ 355 x 55

$$\frac{6845 \times 500}{27} = 126,760 \text{ yds}^3$$

+ 322,311

449,071 Say 500,000

Hwy Elev ≈ 469 RR Say 455

Ground Say 436

Area - $\frac{300 \times 200 \times 19}{27}$ = 42,222 yds³

Total Waste Area = 542,000 yds³

139,000 yds Waste Area Stele

V. QUICK LOOK AT OTHER CONTRACTORS' BIDS -- Spencer only one with haul to north.

By analysis of the excavation bids on the project of the other bidders, we see that the average unit price bid for excavation was $3.60 per cubic yard. The reason for this significant difference was that Spencer was the only one of the bidders with a waste site to the north that allowed off-highway hauling units. The haul to the north was the only practical way to excavate the material in an economical manner. Years prior, when the Mt. Nebo project was first being contemplated by the State of Oregon, Al Bates, the resident engineer, proposed that the State of Oregon purchase what is known as the Spencer waste site and offer it to the bidders as a mandatory site. Then, after filling, the property could be utilized for the various State buildings, etc. which were needed in the Roseburg area. The OSHD rejected Mr. Bates' proposal at the time for the simple reason that it had been proven more satisfactory in the past to allow the contractor to find his own waste sites and/or borrows and/or sources of aggregate. The Environmental Protection Act changed this concept greatly.

ORIGINAL BID PRICE

	Item #16	Item #1
Spencer	2.20	1,000,000
White & Hutchins	3.46	661,000
Gibbons & Reed	3.10	1,270,000
Ladd & McConnel	4.00	1,000,000
Donald Drake	3.30	1,380,000
Slate & Hamilton	3.50	1,200,000
Willamette Western & Goodfellow	4.25	1,450,000
Peter Kiewit & Son	5.00	1,438,808

VI. HISTORY--HAUL TO NORTH APPROVED AND PRACTICAL

By reviewing the various serial letters during this period of time, it is readily seen that the Gaddis Park site was considered a viable waste site for the waste at Mt. Nebo. During this period, because of local opposition, Mr. Bates of the OSHD and Otis Jordan of Spencer spent a great deal of their time at various civic organizations' luncheons and dinner meetings selling the proposal of going north as truly the only safe method of excavation and, in fact, the only method of excavation that would allow little or no interference with the traveling public.

For your consideration, the following letters are submitted as a history of the approved and practical method of hauling to the north.

A[illegible]A CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Ex. No. 15

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

July 10, 1974

Alfred W. Bates
Resident Engineer
Oregon State Highway Department
Roseburg, Oregon 97470

Re: 8003 #13

Dear Mr. Bates,

On May 27, 1974, Mr. Hart of Douglas Community Hospital, you and I met concerning hauling past the hospital. Mr Hart informed us that he had no objections and that the particular operating room that they were most concerned for would not be operable until December 1974 or January 1975.

As of the above date, you also notified me that the Oregon State Highway Department was to hire a noise and vibrator expert to check the impact on the hospital.

However, it appears that because of the lack of occupancy, there is no impact until December or January.

Therefore we propose that the following haul route be approved as outlined in the sketch until occupancy does occur or tests indicate a different route is necessary.

We intend to hire an off-duty policeman for the flagging at Harvard.

Also a request is hereby requested to approve the Bellows St. - Harvard - Corey St. connection to eliminate a flagman at Bellows and to eliminate the necessity of private vehicle mingling with our off-highway trucks.

Sincerely,
S. D. Spencer and Son

Otis Jordan

By Otis Jordan

ekp

AREA CODES - VANCOUVER 206, PORTLAND 503

DRAFT: 7/12/74

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Ex. No. 16, p.1

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

July 12, 1974

Bdt 33
74-457
Date R

Mr. Alfred W. Bates, Resident Engineer
Oregon State Highway Department
Roseburg, Oregon 97470

Dear Mr. Bates:

Reference: 8003-14

Pursuant to our many conversations, communications, plannings, public hearings and public meetings, and more specifically at our meetings with Mr. Zotter, Mr. Leahy and Mr. Hossner of July 11, 1974, we submit herewith a comprehensive proposal in regard to hauling and the waste site for the surplus material to be excavated from Mt. Nebo.

All of our haul proposals presume that the material be brought to the north. It should be noted that to haul the approximately 77,000 yards between Harvard and the South Umpqua River and to accomplish the contour grading at the Harvard Interchange, both east and west of the freeway the As Bid Proposal would have to be used to haul the material to accomplish the embankmants as shown on the plans and specifications.

Our proposals will be entitled as follows:

HAULING

1. AS BID PROPOSAL.
2. ALTERNATE A.
3. ALTERNATE B.
4. BELLOWS STREET-HARVARD AVENUE-COREY STREET CONNECTION.

WASTE SITE .

HAULING

1. AS BID PROPOSAL.

Transportation to the Waste Site was deemed to be best suited to off highway trucks. The trucks could handle large pieces of rock thus minimizing the need for large hard shots. Our haul route pattern

after leaving the Mt. Nebo cut would commence at Military Avenue at approximately the westerly access control line. It would then proceed in a northerly direction crossing Harvard at the new E line and intersecting Bellows Street at Engineer's Station (WB10+00P.S.) and then proceed along Bellows Street and under the Bellows Street structure making a 90-foot radius turn to the widened section of the new project thence across the South Umpqua River on a low level haul bridge and then proceed in an easterly direction to the Waste Site. The low bridge structure and fill across the South Umpqua River has been approved by the Oregon State Land Board and a copy of thepermit and drawing is attached hereto and marked Exhibit "As Bid -1".

The section of haul road between the South Umpqua River and Bellows Street would be constructed so that a 12-foot high earth berm would lie between the haul route and the living areas to the east, thus alleviating much of the noise, dust and vibration that would be experienced by the hauling units. Where possible, this earth berm would be constructed as a part of the new widened section and thus left in place.

In regard to the section of Bellows Street that would go past the hospital, some type of noise barrier would be placed between our haul route and the hospital if necessary.

The ongrade crossing at Harvard would be handled by flagmen.

Exhibit entitled "As Bid - 2" showing the As Bid haul route is enclosed herewith.

It should be noted that Mr. Hart of Douglas Community Hospital; you and I met concerning the haul past the hospital. Mr. Hart informed us at the meeting of June 27, 1974, that he had no objections to our hauling past the hospital until December, 1974, or January, 1975, when the new wings would be opened and then he would have an objection only if the noise, vibration and dust would interfere with the operation of the hospital.

The As Bid proposal could be modified by going to a high water structure in the fall of the year depending upon our progress.

2. ALTERNATE A.

Beginning at a point of Engineer's Station B2559 + 43.46 P.S.C. the haul structure would proceed in a northerly direction over the southbound ingress and egress lines of the existing I-5 highway and then follow the toe of the existing fill to where it would turn under the existing Bellows Street overcrossing and then proceed under the crossing and turn to the south with a turn of a 90-foot radius, proceed to the South Umpqua River, across the south Umpqua River on a low level bridge

as approved by the State Land Board and as shown in Exhibit As Bid - 1. The only modification that we foresee in this alternate is that we may go from a low water bridge to a high water bridge depending upon our progress at the time that we must take out the low water bridge and fills. The haul route between the South Umpqua River and Bellows Street would have the same earth berm as outlined in the As Bid proposal and the haul route parallelling the hospital would have the same type of sound barrier as proposed in the As Bid proposal.

To accomplish Alternate A, we shall need to use the As Bid proposal to accomplish the necessary bridge fills. Enclosed and marked "Exhibit Alternate A - 1" is a map with a sketch showing the proposed haul route. Also enclosed marked "Exhibit Alternate A - 2" is a sketch of the haul structures at Harvard, and the ingress and egress lines, showing the vertical and horizontal clearances and a detail showing the provision for the protection of the traffic below.

3. ALTERNATE B.

Beginning at a point of Engineer's Station 2558+30, the haul structure would proceed over the existing I-5 highway and the south and northbound ingress ramps to a point easterly approximately 200 feet from the existing line of the I-5 highway, then turn northerly with a 100-foot radius and proceed northerly with a hauling structure over Harvard Boulevard, again proceeding northerly to a point on or about Bellows Street to the grade as it now exists, northerly to the low water structure as outlined in the As Bid proposal, and then turn across Gaddis Park to the proposed Waste Site.

The haul route between the South Umpqua River and Bellows Street would have the same treatment for noiseand vibration control as the As Bid proposal. The only modification that we would foresee would be in relation to the South Umpqua River crossing which would be the same as the As Bid and Alternate 1 proposal. Enclosed herewith is a sketch marked "Exhibit Alternate B -1" showing the center line of the proposed haul route, another sketch marked "Exhibit Alternate B-2" showing sketches of the haul route structures with their vertical and horizontal clearances.

4. BELLOWS STREET-HARVARD AVENUE-COREY STREET CONNECTION.

To accomplish any of the above proposals it is essential not to mesh private vehicular traffic with our haul units. We would like

DRAFT: 7/12/74

Mr. Alfred W. Bates, Resident Engineer
Oregon State Highway Department
Roseburg, oregon

and feel it is highly desirable to connect Bellows Street with Harvard Avenue via the bike path of the E line and connect Harvard with the west freeway and West Corey Street with a line perpendicular to the E line south of Harvard and connecting the west freeway and West Corey. Both lines would be controlled by a traffic signal at Harvard. This Bellows Street-Harvard-Corey Street connection is shown on each of our master sketches in green for the As Bid proposal, Alternate A proposal and Alternate B proposal.

WASTE SITE

The waste from Mt. Nebo will be approximately 706,940 cubic yards after allowance for swell, roadway embankments, designated waste sites and C.T.B. It is probable that 64,400 cubic yards can be used as surfacing material in the contract, leaving 642,540 cubic yards of actual waste. Spencer would waste 322,311 cubic yards on the Spencer Option Property, the Cemetery Property and the City Property. Spencer would at his option waste the balance of 320,229 cubic yards on the Park Property.

The Waste Site is approximately 24.5 acres, bounded to the east by the Southern Pacific Railroad tracks; to the North by the Jackson Warehouse complex, Spencer Property and Memorial Gardens Property; to the west by the Memorial Gardens Property and the freeway right of way; and to the south by the South Umpqua River.

Of the 24.5 acres the Spencer Option Property is 7.5 acres, the Memorial Gardens Property is 4.5 acres, the City Property is 2.5 acres and the Park Property is 10 acres. The Spencer Option Property and the City Property are both zoned M-1, which is industrial property. There has been a filling operation by the Memorial Gardens for the past twenty years. Prudent men would feel that the respective properties would be filled irrespective of the Mt. Nebo project. Filling by the cemetery and filling by private parties would be done to make the sites useable industrial property and useable cemetery property. The Waste Site is not inhabited by any significant quantity of aquatic or wildlife.

The waste sites necessitate drainage and provisions for same are provided and detailed in our sketch marked "Exhibit Waste Site - 1". To fill the Waste Site a permit would be required from the Department of Geology. As yet this permit has not been issued. However, application for same was made by Spencer on May 13, 1974. A copy of the application is enclosed marked "Exhibit Waste Site -2".

The fill on the Spencer Option Property, Roseburg Memorial Gardens Property and City Property would be brought to an elevation approximately 4 feet above the existing railroad grade. The Park

DRAFT: 7/12/74

Mr. Alfred W. Bates, Resident Engineer
Oregon State Highway Department
Roseburg, Oregon

Ex. No. 16, p.5

Property would be filled to the existing railroad grade except that 143,000 cubic yards would be used to provide an aesthetically pleasing contoured area that would be outlined and approved by the City of Roseburg Park Director.

Enclosed herewith and marked "Exhibit Waste Site - 3" is a copy of the Spencer-Memorial Gardens agreement. Also enclosed is "Exhibit Waste Site - 4", a copy of the agreement between Spencer and the City of Roseburg Park Department.

Very truly yours,

S. D. SPENCER & SON

By Otis Jordan
Otis Jordan

OJ:hs
Exhibits Enclosed:
Exhibit "As Bid -1" - Copy of Oregon State Land Board permit and drawing
Exhibit "As Bid -2" - As Bid haul route

Exhibit "Alternate A -1" - Map with sketch showing proposed haul route
Exhibit "Alternate A-2" - Sketch of haul structures at Harvard with ingress and egress lines showing the vertical and horizontal clearances and detail showing protection for traffic below

Exhibit "Alternate B -1" sketch showing center line of proposed haul route
Exhibit "Alternate B-2" - sketch of haul route structures with their vertical and horizontal clearances

Exhibit "Waste Site -1" - Sketch showing provisions for drainage
Exhibit "Waste Site -2" - Copy of application to Department of Geology
Exhibit "Waste Site -3" - Copy of Spencer-Memorial Gardens agreement
Exhibit "Waste site -4" - Copy of Spencer-City of Roseburg Park Department agreement.

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

July 16, 1974

Ex. No. 17, p.1

Mr. Alfred W. Bates, Resident Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, OR 97470

Reference: 8003-16

Dear Mr. Bates:

Yesterday a meeting was held in the Highway Building in Salem, Oregon at 1:30 PM. In attendance were: Representing the Oregon State Highway Department, Mr. Alfred Bates, Mr. Bud Shirley, Mr. Jay Wilson, Mr. Gary Potter and Mr. John Leahy, counsel. Representing S. D. Spencer & Son were George Spencer, Dan Seifer, counsel, and Otis Jordan.

CONCLUSIONS:

Waste Site: It was concluded that the waste site had been thoroughly examined by the environmental section of the Highway Department after the environmental impact suit was filed and that 3 major issues were examined by the Environmental Department and the following conclusions were decided upon.

1. Hydraulics: That modification to the Spencer Plan as submitted would be necessary.

2. Biological: That there would be no irreparable damage to wildlife where there was none existent in significant quantity or species.

3. Public recreation: That there would be an overall benefit for the area if used as a waste site.

After the above discussion Mr. Shirley stated that there were 2 matters that must be resolved before the proposed waste site could be approved by the Oregon State Highway Department:

1. That Spencer would modify the drainage details to

conform with those outlined by the hydraulic study of the Oregon State Highway Department.

2. That the City of Roseburg Park Department had to furnish to Spencer & Son and the Oregon State Highway Department details of the contour grading as required by the City of Roseburg-Spencer Agreement.

It was agreed that neither of the above would prevent immediate filling of the waste site. However, we did not receive immediate approval and no reason for the delay was given.

If approval is being delayed pending the outcome of the environmental lawsuit, the Oregon State Highway Department is doing what the Federal Court itself has not done, namely, enjoining the use of the waste site.

If the court issues the injunction there will undoubtedly be a bond required to cover Spencer's enormous losses occasioned by the delay; yet there will be no bond if the Oregon State Highway Department in effect issues the injunction by refusing to grant approval.

We believe it appropriate to leave to the court all decisions regarding the lawsuit; and in the meantime proceed with the project as planned unless or until an injunction is issued by the Federal Court.

In regard to the haul route pattern, Spencer gave the Highway Department three alternates. The alternate for hauling structures in lieu of flagging was presented to alleviate the cost of flagging and, therefore, the savings would be enjoyed by the Highway Department and not by S.D. Spencer & Son. It is the obligation of the State of Oregon under the Contract, pursuant to Article 107.27, to pay for all flagging to adequately protect and direct traffic and that the hauling structures and/or signal devices as suggested by either the contractor or the Highway Department were merely substitues for flagging that would have been paid for by the Contract specifications.

To date, we have attempted to acquire and have acquired many of the permits and permissions that are necessary to do the above project. We have made commitments for material, manpower, and equipment that would enable us to perform the project in a logical sequence. However, we cannot cope with the delays we have encountered in our relations with the Oregon State Highway Department and we must have decisions relative to our project.

Very truly yours,

S.D. SPENCER & SON

By Otis Jordan
Otis Jordan

OJ:bh
cc: Dan Seifer, Attorney at Law
Oregon National Building
Portland, OR

Spencer & Son--Vancouver

Mr. Gordon G. Carlson

To date, we have attempted to acquire and have acquired many of the permits and permissions that are necessary to do the above project. We have made commitments for material, manpower, and equipment that would enable us to perform the project in a logical sequence. However, we cannot cope with the delays we have encountered in our relations with the Oregon State Highway Department and we must have decisions relative to our project.

Very truly yours,

S.D. SPENCER & SON

By Otis Jordan
Otis Jordan

OJ:bh
cc: Dan Seifer, Attorney at Law
Oregon National Building
Portland, OR

Spencer & Son--Vancouver

Mr. Gordon G. Carlson

July 25, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Garden Valley Road - Fairgrounds Interchange
Section, Pacific Highway (I-5)
Environmental Assessment

Dear Mr. Shirley:

We have seen a copy of Mr. Hunter's letter of July 19, 1974, and the attached Environmental Assessment. The following comments are submitted on behalf of S. D. Spencer & Son, contractor on OSHD Contract No. 8003, referenced above.

You state that waste disposal for the project was left in the "discretion of the contractor subject to approval of the engineer". We would remind you that the approval of the engineer is intended only to protect the State against unlawful disposal of the materials, and is not intended to deprive the contractor of the exercise of his discretion. While it is true that approval should not be granted if necessary permits cannot be obtained by the contractor, it is equally true, in our opinion, that approval must follow upon the issuance of necessary permits. Otherwise, the language and intent of both the Standard Specifications and the Special Provisions has been violated. Moreover, the OSHD is obliged to cooperate with the contractor in the application for necessary permits, and is obliged not to interfere with any other State or local agency in the granting of necessary permits and permission.

You discuss local controversy regarding the proposed haul route and waste site. We believe that such public controversy is within the jurisdiction of the local elected officials of

Roseburg, including the City Council. There is no indication in the contract that waste sites or haul routes will be approved or rejected on the basis of obscure suggestions of "impacts". Use of such basis would, in our opinion, be a breach of the State's contract obligations.

We acknowledge that the Regional Engineer has not approved a specific waste site or haul route. However, the contractor was advised at the preconstruction conference to deal with the Resident Engineer for the project, and we believe that the haul route and waste site proposals meet with the approval of the Resident Engineer. We recognize that the reference in the contract to the "Engineer" refers to the State Highway Engineer, and if his authority with respect to this project has been delegated to someone other than the Resident Engineer, the contractor should be so advised in writing. We strongly object to the statement that "approval of the site(s) and road(s) will be made only after citizen and public agency response to the document are received and reviewed". There is no basis in the contract for such a position, and no indication in the bidding documents that approval will be subject to this time-consuming requirement. Any additional costs occasioned by the State's position will be the liability of the OSHD under the contract.

The Assessment refers to 10 sites which "have been identified". The Assessment does not indicate how the sites were identified, and the author of the Assessment was unable to testify on this subject in a recent Federal court appearance. We believe the Assessment should state how the sites were identified.

In the Assessment's discussion of economic factors, reference is made to the "anticipated rock shape and size". We would point out that this factor would be affected by the extent to which the contractor is required to exercise care and concern for the safety of the travelling public and the stability of Mt. Nebo in performing blasting operations. Use of off-highway rigs for the hauling would permit greater care and concern, in that larger rock fragments could be handled for the haul.

In the same discussion, estimated costs of hauling are set forth. The contractor was not consulted relative to such estimates, and disputes their accuracy.

The description of the haul route to Site 9 is not entirely consistent with the contractor's proposal. The contractor has not proposed a signal at the grade level crossing

of Harvard Avenue. Should it be the opinion of the State that use of electronic signals rather than flagmen, as provided in the contract, is desirable, discussions relative to a price adjustment would be required. The Assessment should point out that the entire haul route to the South Umpqua River is located upon the construction right-of-way, and that the contract does not limit or restrict the contractor's movement of materials within the construction right-of-way. It is particularly important to note that the haul route from Bellows Street to the river is entirely upon the construction right-of-way, obtained from the adjacent land owners by condemnation or agreement. Incidentally, the width of the berm is not accurate, as the berm will be of such width as is necessary to accomplish the 12' height. It is not anticipated that the result shall be 50' in width at the base.

Regarding the Assessment's discussion of Site 9, we note the comment that the "storage capacity" of the Gaddis Park area is very small. The Assistant Hydraulics Engineer for OSHD was unable to corroborate this in his recent testimony. We concur with the conclusion, but can only assume that it is supported by accurate data and computation. More importantly, the discussion in the Assessment does not describe the relationship between the potential floodplain and the proposed fill, despite the furnishing of detailed information by the contractor. We believe it would be important to point out that the storage capacity reduction resulting from the proposed fill would be de minimus.

The discussion of the fill also fails to note that if fill is "contoured" on the park property, the contractor will be obliged to cover the fill with topsoil, probably to be stripped from the site prior to beginning the fill. Also, the discussion of drainage suggests that the City of Roseburg will be required to approve the drainage proposal. While the contractor is confident that the City will be fully satisfied with the drainage facilities to be installed, the agreement does not specifically call for the City of Roseburg to participate in the design of the drainage facilities.

The discussion of dust impacts on pages 18-20 contains no factual information to support the conclusion that the haul route constructed of basalt materials from excavation will generate more dust than the route on the freeway by trucks leaving the excavation area. Without such data, the conclusion is of questionable accuracy.

The discussion of noise impacts notes the greater noise resulting from legal trucks than from off-highway rigs permitted

by the contractor's proposal. We believe it is also important to note that the legal trucks would be generating greater wheel and tire noises, due to their increased speeds. Accordingly, we question whether the noise level increase on the freeway from the legal haul would be "insignificant". Moreover, the discussion of noise impact of the contractor's proposed haul route omits consideration of the obvious fact that the portion of the right-of-way proposed for a haul route would in any event be subject to construction activities during the life of the project. FHWA standards for land use category B are accordingly not a fair standard for comparison.

The discussion of traffic impact fails to note that the contractor has proposed a possible alternate for consideration by OSHD, providing for the construction of haul structures over Harvard Avenue and possibly Interstate 5. These proposals would completely eliminate any traffic impact of Route 9, and could result in an almost total elimination of noise impact on Douglas Community Hospital. The contractor's proposal is based upon a substantial reduction in the estimated quantities of the bid item for flagging, and would be the subject of a negotiated price adjustment.

With respect to Table 2, we would question the designation of "minor" and "moderate" dust impacts on several of the routes. We see no data to support this conclusion. Also, as noted above, we question whether a freeway route would in fact result in "minor" noise impact.

The discussion of disposal site impacts also fails to consider the relationship of the floodplain of the proposed fill, as noted above. Further, Table 3 describes Site 9 as having a "minimal" impact on the floodplain, whereas the narrative discussion (page 33) states that the fill "will not affect" flooding patterns.

The discussion of development of Gaddis Park (pp. 35-36) describes the agreement between the City of Roseburg and the contractor. It should be emphasized, we believe, that the agreement was entered into by the City after extensive public discussion, and represents the informed judgment of the responsible elected officials of local government.

The foregoing comments should not be construed as any acknowledgment by the contractor that the Assessment was contemplated or permitted by the contractor's contract with the

OSHD. Rather, it represents a continuation of the contractor's good faith attempt to cooperate fully with the State.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

cc: Al Bates
Gary Potter
John Leahy
James Zotter

bc: S. D. Spencer (George Spencer)
S. D. Spencer (Otis Jordan in Roseburg)
Gus Carlson

GORDON G. CARLSON
ATTORNEY AT LAW
435 S. E. MAIN
ROSEBURG, OREGON 97470

PHONE 672-4742

P. O. BOX 357

Ex. No. 19

March 26, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Oregon State Highway Project, Garden Valley Road--Fairgrounds Interchange Section, Pacific Highway, Douglas County.

I represent S. D. Spencer & Son, the contractor on the above project. Mr. Spencer has asked that I write to you to express my opinion in regard to the value of the tract upon which he had an option; this tract consists of 7.6 acres and lies north of the South Umpqua River between the freeway and the railroad tracks. It has been generally referred to as the Gaddis Park site.

I have been intimately familiar with this property for many years. At one time as a stockholder and officer in a corporation, and as attorney for the corporation, I negotiated (unsuccessfully) for the purchase of the property. I have observed the property closely on many occasions and during all types of conditions. I have represented Mr. Spencer in his negotiations for the purchase of adjoining property, and in his attempts to obtain rights of way over adjoining property. I have discussed the value of the property with many people whom I consider knowledgeable in this field.

During the past 25 years I have bought and sold a considerable amount of real property. I am now the owner or part owner of 20 or 30 tracts in the Roseburg area, many of them commercial properties. I am a shareholder and attorney for two investment groups here in Roseburg which deal almost exclusively in commercial properties. These groups have bought and sold several tracts, and now own several commercial properties. As a member of these groups I have become intimately acquainted with the value and potential of several dozen properties which were considered but not purchased.

In my opinion the 7.6 acres which constitites the Gaddis site would be worth approximately $20,000 per acre, or a total of $152,000, if properly filled and leveled for an industrial park.

Very truly yours,

Gordon G. Carlson

GORDON G. CARLSON

GGC/nc

VII. HISTORY--ENVIRONMENTAL IMPACT STATEMENT SUIT STOPS HAUL TO NORTH, FORCING HAUL TO SOUTH (State expanded Fairgrounds waste area to try to keep contract going)

On July 26, 1974, the U. S. District Court of the District of Oregon granted an injunction prohibiting Spencer from hauling to Gaddis Park. This injunction was elaborated on by Mr. Bates on August 28, 1974, at which time, the Court stated that no sites were available to haul to. This was later modified to allow hauling to mandatory waste sites set forth in the contract documents.

The State then sought permission to expand the Fairgrounds waste site in order to keep the contract going and, in fact, expansion of the Fairgrounds waste site was accepted by the plaintiffs and the District Court as an allowable waste site. Also the Court and plaintiffs testified that the haul route as proposed by the OSHD, as well as the use of the Fairgrounds for a crushing site to help dispose of the waste was allowable.

CHARLES J. MERTEN
MERTEN & SALTVEIT
Suite 213, 1008 S.W. Sixth Avenue
Portland, Oregon 97204
Tel.: (503) 227-3157

Attorney for Plaintiffs

AUG 6 1974

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

PAUL JACKSON, et al,

Plaintiffs,

vs.

CLAUDE S. BRINEGAR, et al,

Defendants.

No. 74-457

ORDER AND
PRELIMINARY INJUNCTION

This matter having come on for hearing on July 22, 1974 upon Plaintiff's request for a preliminary injunction, the Court having taken evidence, heard argument and having rendered an oral opinion on July 26, 1974, NOW THEREFORE

IT IS ORDERED:

1. The oral opinion of the Court shall be transcribed and filed with the clerk and shall constitute special findings of fact and conclusions of law pursuant to Rule 52, F.R.Civ.P.;

2. Based on said findings of fact and conclusions of law,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED that the Defendants,

MERTEN & SALTVEIT
ATTORNEYS AT LAW
1008 S.W. Sixth, Suite 213
Portland, Oregon 97204
Telephone: 227-3157

their agents, officers, servants, employees, and all persons in active concert with them are, each and all, enjoined from:

1. Placing any material removed from Mt. Nebo in Roseburg, Oregon upon waste disposal site No. 9 which is described in the environmental assessment on file with the Court, also known as the "Spencer/Gaddis Park/Cemetery" site; and

2. Hauling any material removed from Mt. Nebo in Roseburg, Oregon on or along the proposed haul route known as the "Spencer route", and which is described in the environmental assessment on file with the Court; provided that the contractor may use said route to haul such material as is necessary to construct the berm described in the environmental assessment and to construct a temporary low-level river crossing to erect the piers and girders associated with the widening of the hospital bridge.

IT IS FURTHER ORDERED that Plaintiffs post a bond in the amount of $1,000 as security under Rule 65(c) of the F.R.Civ.P., and that Plaintiff's have judgment against the Defendants, as allowed by law, for his costs and disbursements.

This Order shall become effective upon the posting with the clerk of the bond herein required.

DATED:

/s/ James M. Burns
JAMES M. BURNS
District Court Judge

A TRUE COPY:

...RTE... ...SAL... T
ATTORNEYS AT LAW
1008 S.W. Sixth, Suite 213
Portland, Oregon 97204
Telephone: 227-3157

IV

Expect as above provided, defendant Spencer denies each and every allegation of plaintiff's Complaint, and the whole thereof.

CROSSCLAIM

Defendant Spencer, for crossclaim against defendants the State of Oregon by and through its Oregon Transportation Commission, alleges:

I

On April 23, 1974, the State of Oregon, by and through the Oregon Transportation Commission, Oregon State Highway Division (hereinafter "State"), and George Spencer, dba S. D. Spencer & Son (hereinafter "Spencer") entered into an agreement in writing providing for the construction and reconstruction of the Garden Valley Road - Fairgrounds Interchange Section of Pacific Highway (I-5) in Douglas County, Oregon, which is OSHD Contract No. 8003. Said Agreement provides for grading, paving, structures, signing and illumination in accordance with Plans and Specifications, including Standard Specifications for Highway Construction, 1970 (gold book), Supplemental Provisions and Supplemental Specifications for Highway Construction, as revised March 28, 1974, and Plans dated March 1974.

II

Pursuant to the requirements of OSHD Contract No. 8003, Spencer has obtained an interest in certain real property in Douglas County, Oregon, and has obtained permits necessary to fill

said property with certain waste materials which will necessarily result from the work under OSHD Contract No. 8003 as designed by the State.

III

The State has refused to permit Spencer to haul or dispose of waste materials on the above mentioned real property and has hindered, delayed and prevented Spencer's performance of the work under OSHD Contract No. 8003, all in breach of its obligations under OSHD Contract No. 8003.

IV

As a result of the conduct of the State as above described, Spencer is and continues to be unable to perform the work under OSHD Contract No. 8003 in accordance with the Plans and Specifications, as anticipated at the time of bid, or in a timely and sequential manner. Spencer is being damaged thereby at the rate of $15,323.87 per day, together with other presently unknown costs. The State is liable to Spencer therefor.

V

Spencer has been and is ready, willing and able to perform all the obligations on his part to be performed.

WHEREFORE, defendant Spencer prays for a Decree of Court:

1. Dismissing plaintiff's Complaint and cause of action, denying any relief to plaintiff, and awarding defendant Spencer his costs and disbursements incurred herein;

2. Awarding defendant Spencer judgment against defendant

Ex. No. 21

OREGON STATE HIGHWAY DIVISION

Roseburg, Oregon
August 8, 1974

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis Jordan

Re: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
8003-30

Dear Mr. Jordan;

In response to subject letter, at this date the only waste sites for this contract are the mandatory sites and all other sites will need an approved Environmental Impact Statement.

Sincerely,

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

cc: Alfred Shirley, Jr.

1 200, PORTLAND [illegible]

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Ex. No. 22

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

8-29-74

SEP 3 1974

Mr Alfred Bates
Resident Engineer
O.S.H.D.
1547 SE Jackson
Roseburg, Oregon 97470

RE Contract #8003-33

Dear Mr. Bates:

Confirming our conversation and your directive of yesterday, equipment is being shut down due to the fact that no waste sites are available because of an inadequate environmental impact statement. As per our agreements we shall expect payment of standby costs on equipment,partially productive personnel,continuing overhead,increased labor and increased material costs, and loss of production efficiency due to loss of summer construction weather.

Sincerely,
S.D. Spencer & Son

By Oleg Jensen

copies: Vancouver
Dan Siefer

EQUAL OPPORTUNITY EMP.

S. D. SPENCER & SON

Ex. No. 23

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

10-2-74

Mr Alfred Bates
Resident Engineer
PO Box 1128
Roseburg, Oregon 97470

Contract #8003-46

Dear Mr. Bates:

Pursuant to our conversation of yesterday, this letter will affirm the fact that I made telephone contact with our Mr. Paul Jackson yesterday. Mr. Jackson has no objections to our using the fairgrounds as a waste site (ie increasing the quantities of the mandatory waste site).

Mr. Jackson also has no objections to our haul pattern of using the two existing south bound lanes as our haul route.

Sincerely
S.D. Spencer & Son

By Otis Jordan

copies: Jackson
Vancouver
file

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

Ex. No. 24

OCT 4 1974

October 2, 1974

Honorable James Burns
U.S. District Court
U.S. Courthouse
Portland, Oregon

Re: Jackson v. Brinegar
Civil Case No. 74-457

Dear Judge Burns

Spencer and Sons, the general contractor on the Garden Valley-Fairgrounds interchange project intends to dispose of approximately 290,000 cubic yards of material from Mt. Hebo on the Douglas County fairgrounds at the request of the county fair manager with the concurrence of the county commissioners .

A draft of a supplemental environmental impact statement considering thirteen disposal sites is being prepared and will be circulated for comment. We expect to have approval of it by the Federal Highway Administration prior to December 1, 1974.

Sincerely

John Leahy
Chief Trial Counsel

kmb

cc: Charles Merten
Fred Klaboe
Jack Collins
Dan Seifert
Al Shirley
Walt Barrie
James Zotter
Gary Potter

G.J. NOTICE ON
COPY TO VANC.
SEIFER

OREGON STATE HIGHWAY DIVISION

Ex. No. 25

Roseburg, Oregon
October 7, 1974

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis P. Jordan

Re: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003

OCT 16 1974

Dear Mr. Jordan;

The proposed price agreement for an adjustment in excavation price for hauling excavation material to the Fairgrounds will not be approved at this time.

We will continue work on the project, expanding the mandatory fill at the Fairgrounds as requested by Mr. Allenby on Friday October 4, 1974.

We will discuss price adjustments at a later date.

Sincerely,

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

cc: Alfred Shirley, Jr.

Ex. No. 26

JUN 21 1974

JUN 1974

COURTESY OF

TOM TOM RESTAURANT

Hearing On Suit Postponed

Alternate Rock Disposal Site Sought

By TODD MERRIMAN
Of The News-Review

The Roseburg City Council's recent approval of a request to allow excess rock from the Mt. Nebo-Interstate 5 freeway improvement project to be deposited in the Gaddis Park area may have been a moot action.

An attorney for the Oregon attorney general's office in Salem today told The News-Review his office is actively seeking an alternate disposal site for the 700,000 cubic yards of excess rock estimated to result from the project.

John Leahy, assistant to the attorney general, said he is attempting to find an alternate disposal site as a result of a suit filed in U.S. District Court in Portland last week by Paul Jackson, of Paul Jackson Wholesale Co., 1308 NW Park St., Roseburg.

Leahy is representing the State Highway Division, which is named as a defendant in the suit. Federal highway agencies and S. D. Spencer and Son, the Vancouver, Wash., firm awarded the contract for the project are also named in the suit.

Jackson seeks an injunction to prohibit work on the freeway widening and 'curve straightening until environmental questions — particularly those relating to the northwest Roseburg disposal site and the haul routes proposed to reach it — are studied.

An initial hearing on Jackson's suit scheduled for Thursday was postponed today until Aug. 19, according to a spokeswoman in the U.S. District Court clerk's office.

Leahy said the postpone-ment was made at the request of Jackson's attorney, Charles Merten, Portland. Leahy stated he and Merten agreed the scheduled hearing would be "premature" at this time, since the Gaddis Park disposal area has not received final approval from the State Highway Division as a fill site.

The contract with Spencer and Son specifies that the excess Mt. Nebo rock — with the exception of rock already approved and designated for fills at the Douglas County Fairgrounds and Mercy Medical Center, Roseburg — is the property of the contractor but must be disposed of in a manner satisfactory to the resident state highway engineer.

Al Bates, Roseburg, resident state engineer on the project, was not available for comment on Leahy's statement this morning. An assistant engineer at the Roseburg office of the highway division, however, confirmed this morning that no final approval has been given for the Gaddis Park disposal sites.

Leahy said he is reasonably sure — because of the suit — an alternative to the Gaddis Park area sites will be used for the rock disposal. "We're going to try to find an alternative disposal site that is agreeable to all parties," Leahy declared.

Jackson said today he is hopeful the suit will be settled out of court by agreement on an alternate site. He said his lawyer had found the state attorneys "sympathetic to our suit."

Jackson said he would drop his suit if the state agreed to prevent any Mt. Nebo rock from being deposited on the north side of the South Umpqua River and if no haul routes — except as needed for fills along the freeway — would be allowed north from Mt. Nebo.

Jackson also specified that he wanted some provision to be made for the safety of the Mt. Nebo goats during the freeway project.

The disposal site proposed by Spencer and Son lies north of the river between the Southern Pacific tracks and the freeway and south of Highland and Park

Gordon Carlson, the Roseburg attorney representing Spencer and Son, told The News-Review at 11 this morning he was not aware of the recent developments stemming from the Jackson suit. Carlson said he would withhold comment on the matter until he had an opportunity to review all pertinent information.

The News-Review

Established 1873 ☆☆ 144-74 Roseburg, Oregon, Tuesday, June 18, 1974 20 Pages 10¢ Per Copy

VIII. HAUL TO SOUTH REQUIRES CHANGES IN PLAN

A. Legal haul not economical or practical

B. North end still only feasible and practical end on which to begin work

C. Haul traffic in fallout area of original plan not safe--SIAC and MESA

On or about January 21, 1975, permission was received to fill the Fairgrounds and permission to crush as well as to erect an asphalt plant and make asphalt were received. It was seen that the original bid plan could no longer be used but that there must be a change in the bid plan that would materially alter the character of the work and the unit prices to do the work. A legal haul to the south was neither economical nor practical because the rock would have to be shot and fragmented by very heavy blasts in order to make the pieces small enough to fit in standard hauling units. The hauling units could no longer go to the top of the cut to load since they would be hauling underneath the work area and thus the plan would be rejected by the SIAC and by MESA. Working from north of the cut still was the only practical way.

IX. NEW PLAN USED TO BUILD PROJECT

A. Log Barrier

B. Changes in shot pattern

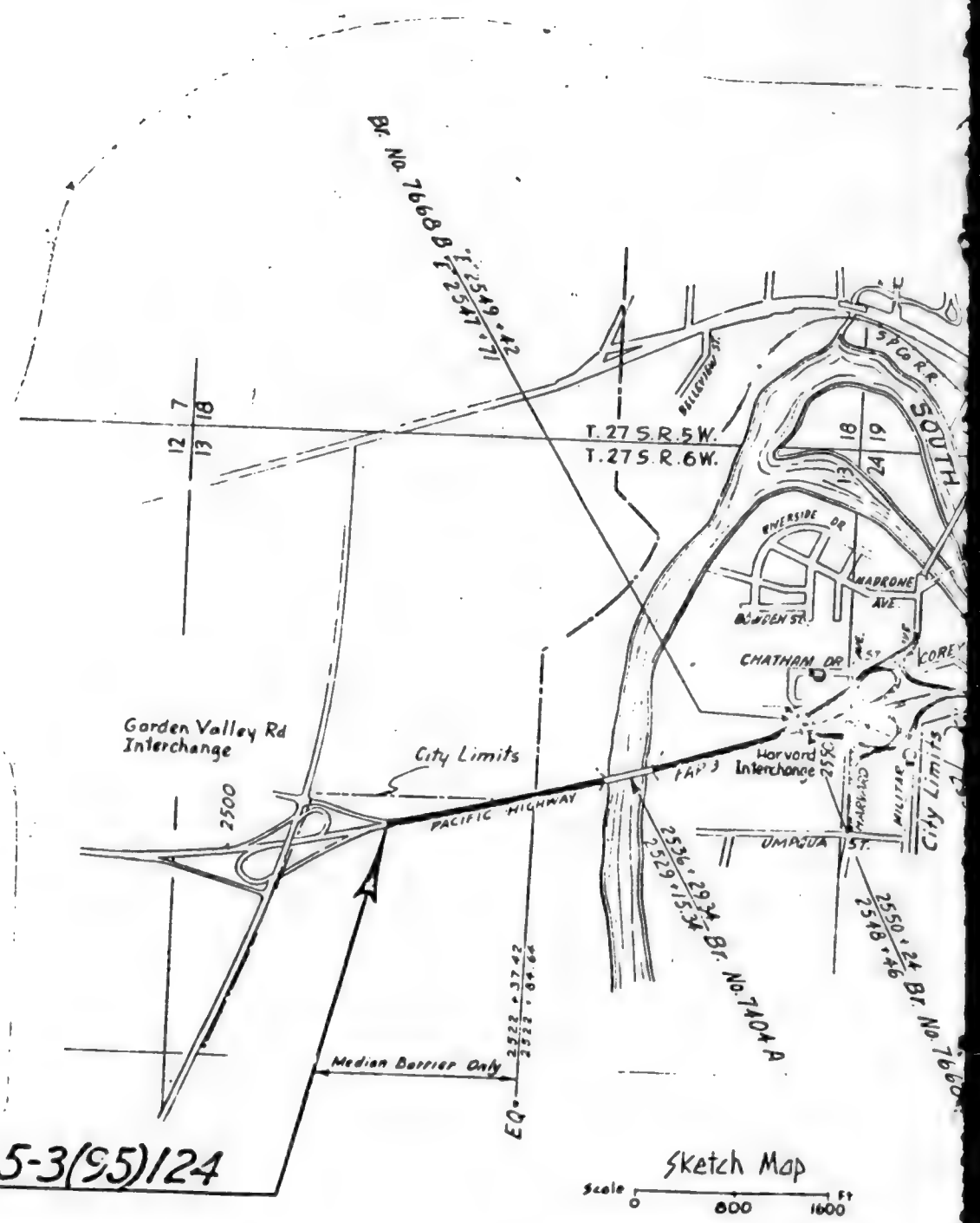
C. Push off to fill up fallout area with rock

D. Load rock out to south

1. Longer haul

It was resolved that the haul had to be made to the south or basically to the Fairgrounds. A new plan for the barrier had to be devised. It was no longer a barrier that would catch occasional rock but must be a barrier that would resist the impact of thousands of tons of rock being shoved against it. The shot pattern had to be changed. Where previously the shots would be directed toward the center or to the face of the cut, the shots now had to clear the shot area of any hung up boulders or projections that might fall on the hauling units beneath the shot. Remember that hauling to the north or to Gaddis Park, we had allowed the shots to be delayed to the center with a berm left on the outside edge. After each shot it was now necessary to get the shot material down to the bottom in order to load the same and haul away. It could not be hauled down because it would subject the hauling unit drivers to hazards not allowable by safety regulations. Therefore, the material had to be shoved over the face of the mountain to the fallout area and that became the loading area. We had to load the rock out between the face of the cut and the log barrier which was less than efficient because of the inadequate space allowed. The haul to the south was also one mile longer than the original haul contemplated to Gaddis Park.

AS-
Ex



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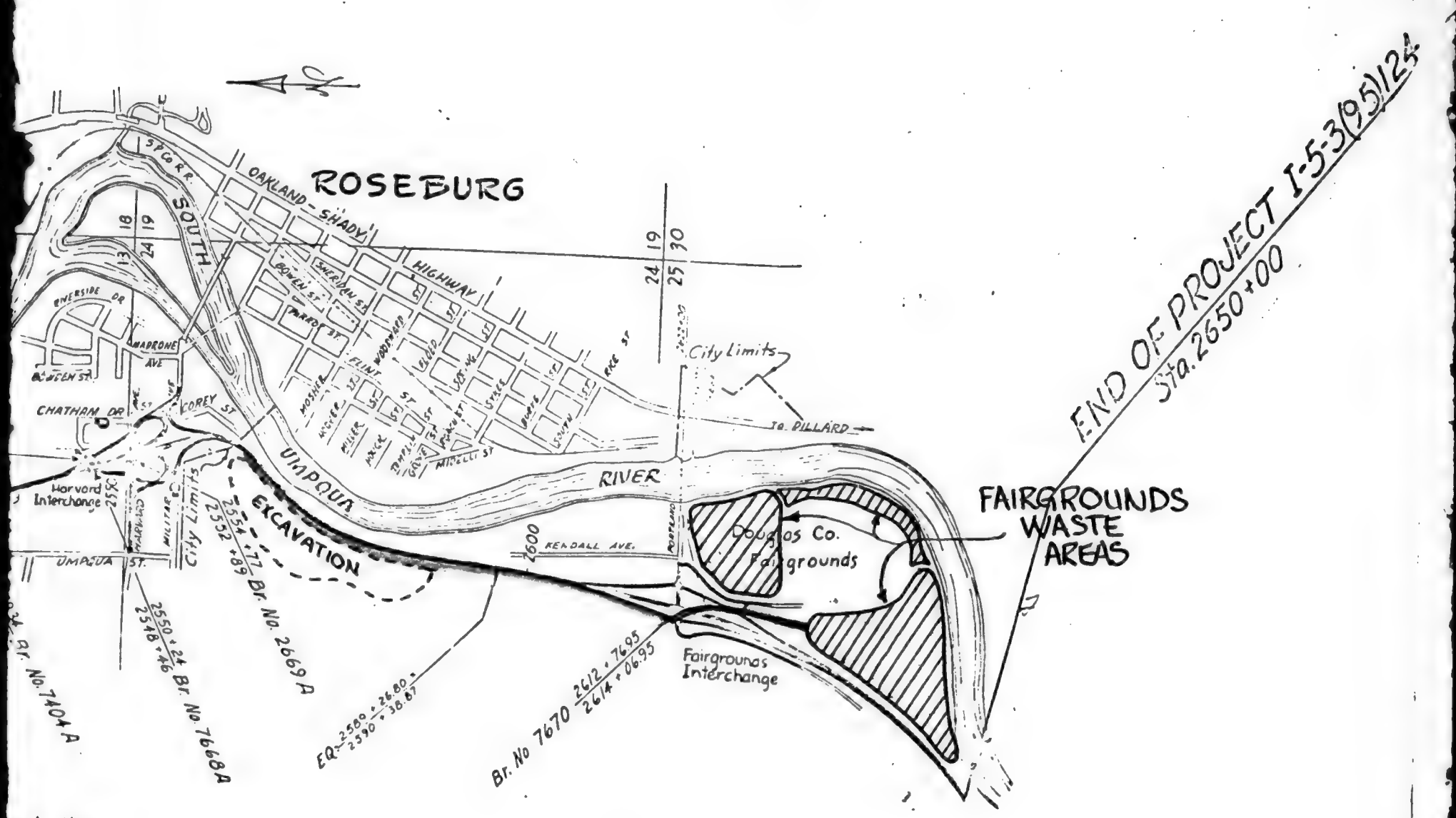
AS-CONSTRUCTED
EXCAVATION HAUL



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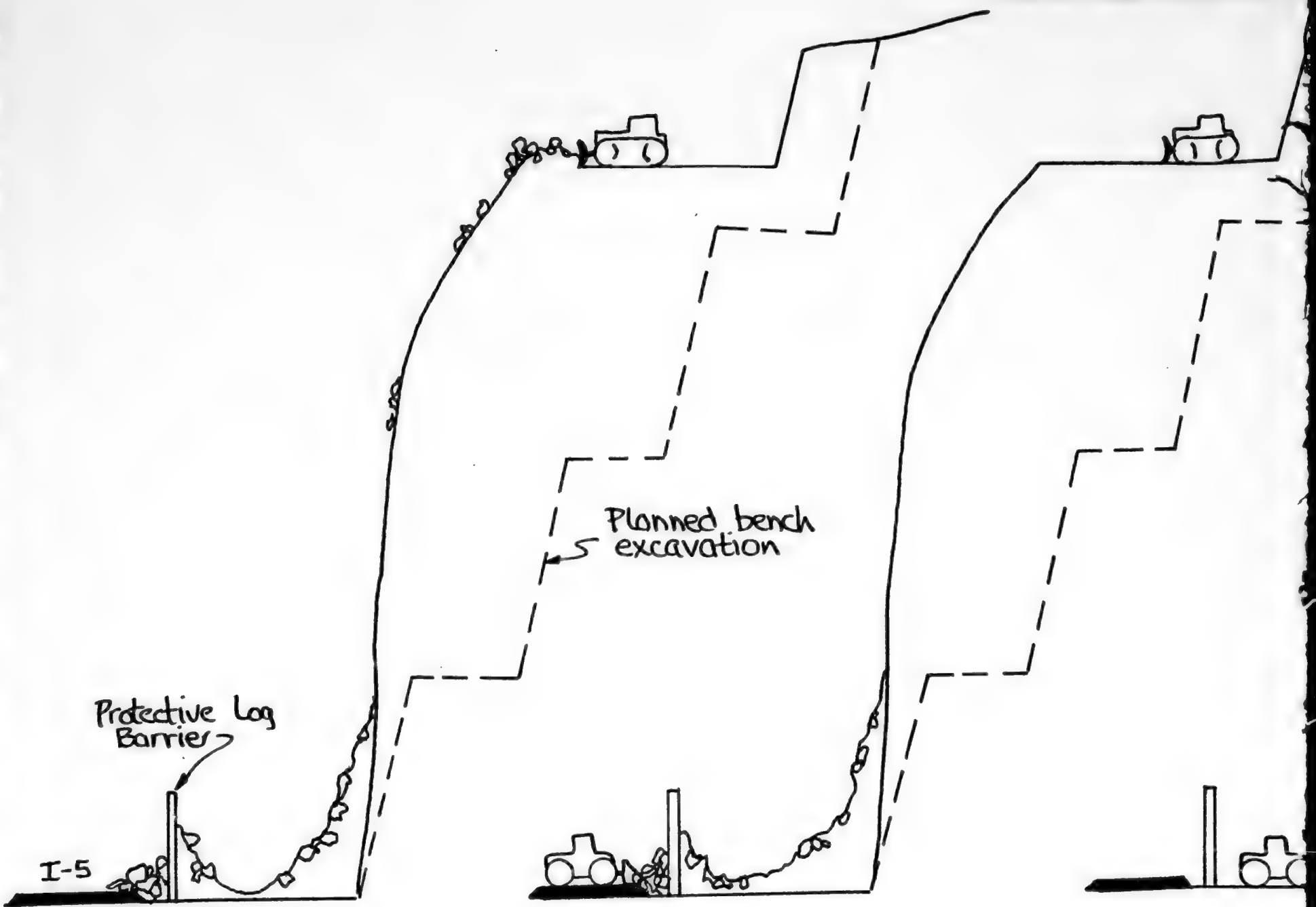


STAGE I

1. Material to be excavated ripped and/or drilled and shot. Precise shots and careful handling of material required.
2. Excavation pushed down slope from cut to fallout area. All dangerous loose material removed from slope.
3. Traffic stopped or delayed while excavation shot and pushed off.

STAGE II

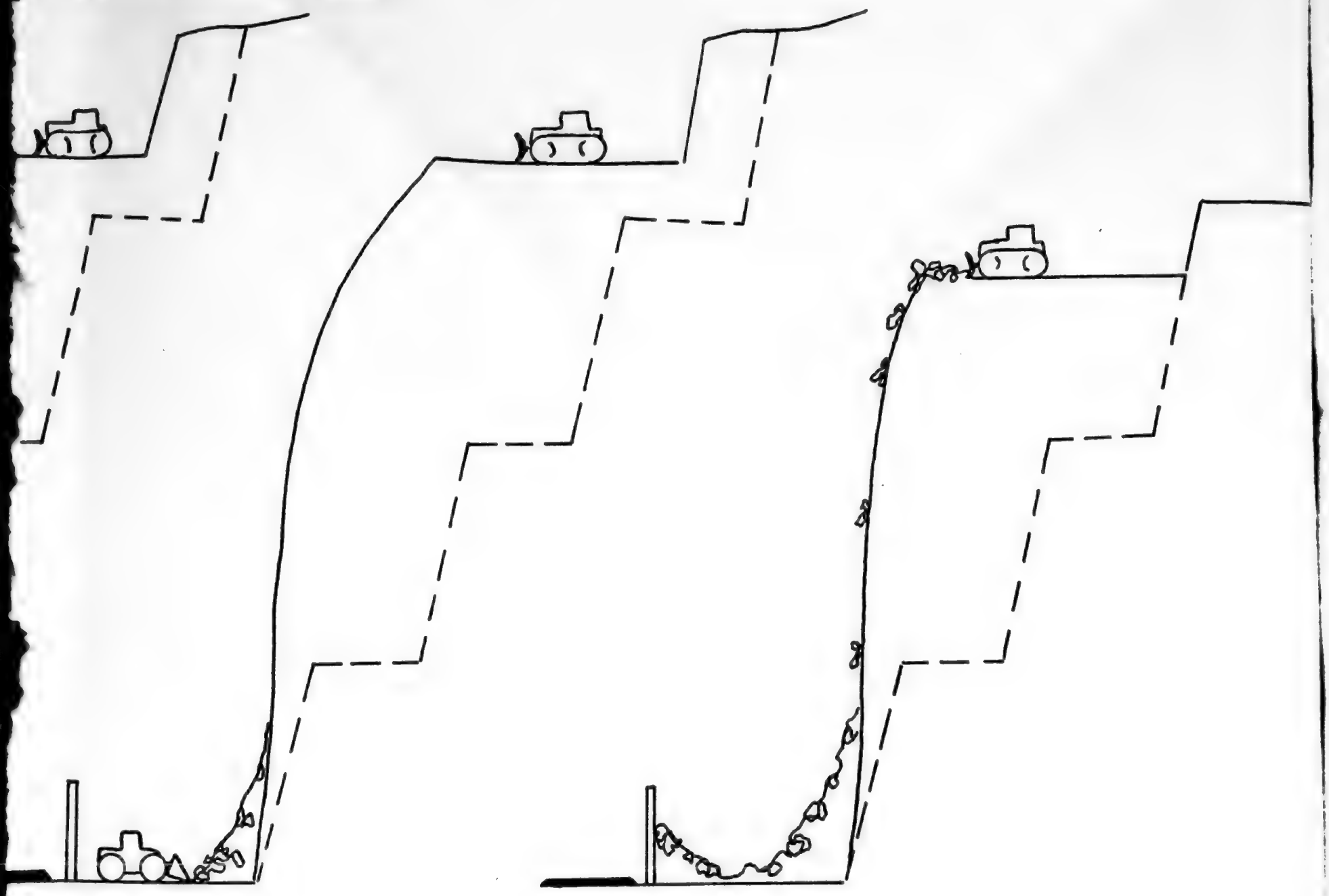
1. Roadway cleared for traffic and protective barrier repaired as necessary.
2. No work possible above roadway level.

STAGE I

1. All e
   fallo
   truck
   to F
2. Cra
   load
3. No
   roa

CONSTRUCTED

OF EXCAVATION



STAGE III (Separate Shift)

1. All excavation removed from fallout area, loaded into trucks and hauled 1.7 miles to Fairgrounds Waste Area.
2. Cramped work area for loading material.
3. No work possible above roadway level.

STAGE IV

1. More excavation pushed down slope and sequence repeated.
2. Rock shot relatively small to reduce damage to protective log barrier.
3. Contractors work and traffic flow interrupted by excavation sequence.

...UVER 200, PORTLAND ...

...QUAL OPPORTUNITY E...

S. D. SPENCER & SON

Ex. No. 27

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

10-14-74

Al Bates
Resident Engineer
PO Box 1128
Roseburg, Oregon 97470

Re: Contract #8003-53
Price Agreement #9

Dear Mr. Bates:

Enclosed please find billing from Sims Electric. This billing is in regards to the electrical work for the signing and lightning required to accomplish the widening for traffic around Mt. Nebo. In price agreement #9 we gave a credit and entered into an agreement stating all work will be done on a unit price basis. Protection and direction of traffic is a lump sum item.

However, this work would not have to be done except for the widening, therefore as agreed we should be compensated for same plus 15% to cover our overhead

Sincerely
S.D. Spencer & Son

By Jim Jordan

copies: Vancouver

encl: Sims Electric Invoice #3684
S.D. Spencer PO #7153

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED

SUITE 303
400-108TH AVENUE N.E.
BELLEVUE, WASHINGTON 98004

EXPLOSIVES DEPARTMENT

Ex. No. 28

October 22, 1974

S. D. Spencer Sons, Inc.
Roseburg,
Oregon 97470

Attention: Mr. Otis Jordan, Proj. Mgr.

Gentlemen:

As requested, we visited your Roseburg, Oregon Highway Job (FAP I-5-3(95)124)on October 3, 1974 to consider and make recommendations concerning blasting.

We do not feel obtaining the desired fragmentation will present any major problem as the formation is highly fractured in place.

The proposed system of moving all material to the natural crevice at the south end of the job will minimize the danger of rolling material blocking the highway. The major problem involves the initial blasts necessary to establish a drilling bench. As we discussed, it will be necessary to delay away from the open face toward the slope and care must be taken to avoid any angled holes on the outside perimeter of the blast area.

Establishing a 20 ft. log barrier along the center line of the present road as you have proposed will prevent any major blockage of Route I-5. However, there are two very prominent peaks that must be removed and even the care outlined above may not prevent some material rolling onto the highway causing delays on Route I-5 of some duration exceeding the twenty-minute time limit usually considered acceptable in highway construction.

The geology of the formation involved indicates several slip planes that could result in major earth movement exceeding the physical limits of blast area. Very little beyond the proposed blasting plan you have indicated can be done to minimize effect of such a slide. It is our opinion an occasional traffic delay will occur due to blasting operations.

S. D. SPENCER & SON

Ex. No. 29

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

11-15-74

NOV 16 1974

Al Bates
PO Box 1128
Roseburg, Oregon 97470

Re: Contract #8003-61

Dear Mr. Bates:

Some time ago Mr. George Spencer and I discussed with you methods of blasting procedure, detour and barriers. The major purpose of this and subsequent conversation was to develop methods to keep the highway open at all times.

You informed us that you were moving the slope back so that you could eleminate dangerous peaks surrounded by seams. We enlisted the aid of E.I. DuPont companies experts to advise us; their letter is attached.

While we shall take all extraordinary precautions to prevent the highway from being blocked; we do feel because of the changed conditions that no damages be charged if the highway is blocked over the 20 minutes specified.

Sincerely
S.D. Spencer & Son

By

copies: Vancouver
Seifer
file

encl : letter from DuPont

X PRICE AGREEMENT NO. 30: EXTRA HAUL

A. What it paid for - extra haul only

B. What it did not pay for

C. Why it was signed

X

During this period of time, negotiations were under way to pay for the increased expense of hauling to the south. Finally, after all parties agreed that an adequate total cost differential could not be determined at this time, Price Agreement No. 30 was negotiated between Spencer and the OSHD. Price Agreement No. 30 only paid for the haul cost differential on excavation material resulting from the inability to place the material at the location anticipated by the contractor and for which the bid was accepted on award of this contract. Price Agreement No. 30 makes no allowances for the increased cost of excavation that were incurred by Spencer due to the fact that Gaddis Park was taken away as a waste site. Price Agreement No. 30 does not compensate Spencer for the $15,000 cost per day that Spencer suffered during the shutdown period while negotiations were under way to find a waste site. While Price Agreement No. 30 was far from perfect, it did help to compensate Spencer for his additional cost to date. It must be remembered that at the time the price agreement was signed that Spencer had hauled approximately one-half million yards to the waste site. Therefore, from a matter of economic necessity, Spencer signed Price Agreement No. 30 for haul cost

differentials and haul cost differential only. The deletion of Gaddis Park waste site cost more beyond the longer haul. The change of waste sites from Gaddis Park caused dramatic changes in the character of the work that resulted in increased costs of doing the work. These changes, their cause and effect are discussed in the next chapter.

Form 81-134-1169 (Rev. 8-73)

1P
8P

OK - OTS
COPY TO
GEO. Ex. No. 30

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Garden Valley Rd.-Fairgrounds Intr. Date March 7, 1975

Highway Pacific Contract No. 8003

County Douglas Prefix 610-1044

Contractor S.D. Spencer and Son F. A. Project No. I-5-3(95)124

Address 4614 N.E. 72nd Ave. Vancouver, WA 98661 Price Agreement No. 30

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Pay for all haul cost differential on excess excavation material resulting from inability to place material at locations anticipated by contractor and for which bid was accepted on award of this contract.

Locations by station numbers:

Station 2555 to 2650.

Names of pay items, estimated quantities and agreed prices:

700,000 cu.yds. @ $0.47 = $329,000.00

Specifications, basis of measurement and other provisions: The material from the project in excess of the 99,000 cu.yds. (embankment measure) of general excavation material hauled to the Douglas County Fairgrounds will either be measured as placed in embankments or figured as 0.7 times the truck measure for equivalent embankment measure. This material so measured will determine the quantity of material for payment under this Price Agreement.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$12,759,847.37
Present estimate of project cost, including $329,000 for work under this order	$12,936,970.60
Expected ~~under-run~~ over-run (amount)	$177,123.23
Expected ~~under-run~~ over-run (per cent)	1.39

Space to right of this line is for use of Salem Office

Submitted by: Alfred M. Bates, Resident Engineer

Approval Recommended: J. X. Welgan, Division Engineer

Approval Recommended: [illegible], Construction Engineer/or Bridge Engineer

Signed S. D. Spencer & Son, Contractor
by Otis Kuccan

Approved: [illegible], Deputy State Highway Engineer

Form 734-1187 (Rev. 3-73)

1-P FILE 42 PA. Oil Cuts

OREGON STATE HIGHWAY DIVISION

Price Agreement

Ex. No. 31

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Garden Valley Rd.-Fairgrounds Intr. Date November 25, 1975

Highway Pacific Contract No. 8003

County Douglas Prefix 610-1044

Contractor S.D. Spencer and Son F. A. Project No. I-5-3(95)124

Address 4614 NE 72nd Ave. Vancouver, WA 98661 Price Agreement No. 30-Supplemental

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Increase the quantity of material covered by Price Agreement #30. Haul additional material to be excavated from Mt. Nebo due to bench revisions to the Douglas County Fairgrounds waste area.

Locations by station numbers:

2560 to 2580

Names of pay items, estimated quantities and agreed prices:

Price Agreement #30: Extra for Haul to the Fairgrounds @ $0.47/CY

Increase quantity by 206,500 CY @ $0.47/CY = $97,055.00

Specifications, basis of measurement and other provisions:

Provisions of Price Agreement #30 and Standard Specifications for Highway Construction, 1970.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$14,578,325.00
Present estimate of project cost, including $97,055.00 for work under this order	$14,802,276.93
Expected ~~over-run~~ (amount)	$223,951.93
Expected ~~over-run~~ (per cent)	2

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Signed by: Alfred W. Bartley
Resident Engineer

Approval Recommended: J. X. Wilson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Signed S.D. Spencer & Son
Contractor
by Otis Jensen

Approved: T. Thorsen
Constr. Engr.
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

XI. WHY DELETION OF GADDIS PARK WASTE SITE COST MORE BEYOND LONGER HAUL

A. Cost of log barrier vs. plan barrier

B. Change in shot pattern required more cleanup after each shot

C. Added operation of pushing off

1. Not needed under original plan--load out at shot elevation, haul to north

2. Required to haul to south--can't haul under yourself

3. Unable to use fallout area as such--no dirt cushion possible

D. Inefficiency of pushing off operation--push 20 minutes, clean highway, let traffic clear out, repeat.

E. Too small a working area to load cat wagons efficiently at bottom in fallout area

F. More haul road maintenance.

While it was contemplated in the original bid that a barrier of some nature would have to be constructed between the fallout and the traveling roadway, the purpose of the original barrier was to prevent occasional falling rock from entering the traveled roadway. After it was determined that the rock could not be hauled to the north but had to be hauled to the south, the problem of protection became a major factor in the method of operation. When it was determined that Spencer would not be allowed to go to the benches and load because of the safety hazards to the drivers below, it was determined that the rock had to be shoved over the side of the respective benches, caught and contained in the fallout below. Therefore, Spencer had to construct a barrier heavy enough to contain the millions of tons of rock that would be pushed over the side of the mountain into the fallout area below. It was determined that the safest, most feasible and economic barrier to construct would be 12" 53 lb H-beams as shoulder beams with 24" logs anchored to the beams as sheeting. Afterward, the 53 lb. H-beams in critical areas were replaced with 16" 100 lb. H-beams with reinforced gussets. The barrier had to be rebuilt several times during the construction of the project and maintenance of the barrier was a nonending chore. Hauling to the south rather than to Gaddis Park changed the entire modus operandi of drilling and shooting

and excavation, and therefore, the barrier as originally contemplated as being a safety device was now a viable part of the excavation process--a means to trap the thousands of tons of rock that had to be pushed down the slope to enable excavation.

The drilling and shooting had to be more precise with greater care and consideration given to adequately being able to clear the shot area of any hung up boulders or projections that might fall on the hauling units, loaders and cats that would be beneath the shot. Remember that hauling to the north or Gaddis Park would have allowed the shots to be delayed to the center with a berm left on the outside edge. Now the shot pattern had to be arranged so that it would clear the projections. Therefore, more holes had to be drilled. The shot pattern had to be redesigned from an 8x8 pattern to a 6x6 pattern and, in the area of projections, down to a 2x2 pattern, with great care given to drilling, loading, stemming and packing any cavities that occurred when drilling. The cleaning up of the highway after each shot and the cleaning off of the highway after shoving off would not have been a factor had we been able to haul north. The intent of the shot, with a haul to the

north, would have been to shoot the material in order to load same at an elevation approximately the same as the shot. Consideration would not have had to be given to the fact that after each shot, hauling units, cats and loaders would be working beneath the shot. With the haul to the south, the shots had to be directed so that any projections, rotten rock or hazards would come down with the shot irrespective of the amount of material that was spilled onto the highway as a result thereof. So, too, in shoving off the rock from the benches, the area had to be cleaned so that there was no loose rock at the side of the cut that might fall on the workmen below.

Not being able to work rock and road simultaneously was an additional cost that would not have been incurred had Spencer been able to haul to the north. In fact, Spencer had to push off the bench and then use cats and loaders to load. This necessitated a double cat operation. One, to bring the rock down the slope to the load out area behind and in front of the log barrier. Second, to shove the material up so it could be loaded into the hauling units. The loss of productivity due to the necessity of having to stop traffic, shove off material, clean up the freeway and then allow traffic to

move and clear out before resuming production activity once again was undoubtedly the largest single item of additional expense not contemplated in the original bid and not paid for by price agreement No. 30. Hauling to the north would have allowed Spencer to pioneer the length of the cut, drill and shoot say 10 to 20 foot vertical lifts, load and haul it to the waste or embankment areas. The drilling and shooting would encompass an area from the face of the action to within 2 or 4 feet of the face of the existing mountain. The 2 or 4 foot berm would be an area that was not shot or it would be shot lightly to leave a protective berm protecting the face of the existing mountain from the shots and the loading operations. The berm could and would be removed as the excavation proceeded vertically. There would be a 40 to 60 foot fallout area between the old centerline of the highway and the toe of the cut. This fallout area would be unused except as a fallout area. It would have provided for an area to catch all loose rocks, projections, etc., that would fall or be dislodged as a result of the excavation.

Hauling to the south made us scrap this modus operandi because safety regulations would not allow a haul

road to be set up below our operation. Instead, after pioneering the cut, drilling and shooting had to be done so as to assure that the face of the mountain would not have potential rock that could come down onto loaders, cats and trucks that would be loading below. After each shot, it was necessary to get this shot material down to the bottom in order to load same and haul away. It could not be hauled down because it would subject hauling unit drivers to hazards not allowable by safety regulations. Therefore, it had to be shoved over the face of the mountain to the fallout area which became the loading area. However, pushing the material over the side, allowing for vertical drops of up to 300 feet, required stopping all vehicle traffic for 20 minutes. Usually, three cats pushed off as fast as they could to the load out area below, which area could hold approximately 4,000 cubic yards of excavation. Consideration had to be given so that after each shove off period enough time would be allowed to clean up the freeway. Traffic then had to be allowed to clear before the process could be repeated. This operation, not contemplated in the original bid and not allowed for in price agreement No. 30 for extra haul and peculiar to the modus operandi of hauling to the south, when isolated, could account

for much of the added cost--up to 78-1/10¢ per cubic yard or approximately 75% of the total amount of the extra cost claimed.

It must be remembered that the working area between the toe of the mountain and the log barrier was only about 40' in width--an extremely cramped space in which to load the material. The hauling units had to back up and into the loading area to be loaded. A round robin loading process was therefore not possible.

The haul road was more difficult to maintain. Simply by increasing the length of the haul road one mile more maintenance was necessary but placing the haul road at the same elevation, next to I-5, necessitated very careful maintenance that no falling rocks, etc., were allowed on the traveling roadway, that adequate cones, delineators, etc., were placed to clearly define and delineate the haul route, so that the traveling public would not inadvertently fall into our haul route pattern.

COST OF PUSHING OVER SIDE

Foreman	1 @ 8 hrs. @ $15.77	=	$126.16
Stake Chaser & Signal Man	1 @ 8 hrs. @ 12.18	=	97.44
Cat Skinners	3 @ 8 hrs. @ 14.22	=	341.28
Laborers	3 @ 8 hrs. @ 11.76	=	282.24
980 Loader Operator	1 @ 8 hrs. @ 14.77	=	118.16
			965.28

$965.28 ÷ 3587 cy average/day = .269¢/cy Labor Cost

965.28 + 20% Contr. Allow. ÷ 3587 cy average/day
= .322¢/cy Labor Cost w/Contr. All.

Foreman's P.U.	1 @ 8 hrs. @ $4.95	=	$ 39.60
D-8 Cats	3 @ 8 hrs. @ 41.66	=	999.84
Loader	1 @ 8 hrs. @ 48.88	=	391.04
			1,430.48

$1430.48 ÷ 3587 cy average/day = .399¢/cy E.R. Cost

+ 15% = .459¢/cy

.269	.322
.399	.459
.678	.781

1,396,941 cy Total Excavation
219,970 cy Not Pushed Over

1,176,971 cy @ .781 = $919,214.35

XII. SECOND LOOK AT OTHER CONTRACTORS BIDS

A. Spencer's costs hauling to the south comparable to bids based on hauling to the south

B. Recap-Spencer only contractor to plan on hauling north-hence low bid.

A second look at the contractors' bids on the project shows that Spencer's costs of hauling to the south are comparable to the bids received by the OSHD based on hauling south. Spencer was the only contractor to plan on hauling north that had a viable waste area and hence was the low bidder. By analysis of the excavation bids on the project, we can see even more dramatically, the effect of taking away the Gaddis Park waste site. The bidders and the unit price of excavation were as follows:

S. D. Spencer & Son	$2.20 per cubic yard
White & Hutchins	3.40 per cubic yard
Gibbons & Reed	3.10 per cubic yard
Ladd & McConnell	4.00 per cubic yard
Donald Drake	3.30 per cubic yard
Slate & Hamilton	3.50 per cubic yard
Willamette Western & Goodfellow	4.25 per cubic yard
Peter Kiewit & Son	5.00 per cubic yard

There were eight bidders on the project. Spencer was the only bidder on the project with a waste site to the north that would allow hauling a short distance with off highway hauling units. The average unit price bid on excavation including the low and the high bidder was $3.60 per cubic yard or $1.40 per cubic yard above Spencer's bid. The average unit cost of Spencer to actually perform the excavation work was $3.53 per cubic yard or $1.33 above Spencer's low bid or $.07 per cubic yard below the average unit price bid for excavation by all bidders.

XIII. OVERRUN OF QUANTITY

A. Was mostly rock

B. Change ratio-rock/common excavation

C. Recap difference in cost, rock vs. common and how bid was based on ratio.

Bid $2.20 cy on 1,030,000 cy

of which 78% or 803,400 cy was Rock and

22% or 226,600 cy was Common

Rock excavation was figured to cost $1.23/cy more than common excavation.

$2.20/cy = $2.47/cy (Rock Cost)	x	803,400 cy =	$1,984,398
+ $1.24/cy (Common Cost)	x	226,600 cy =	280,984
			$2,265,382

$$\frac{\$2,265,382}{1,030,000 cy} = \$2.20/cy$$

Final Quantity of 1,396,940 cy

Overran bid quantity of 1,030,000 cy

By 366,940 cy

The additional 366,940 cy of material was

95% or 348,593 cy Rock and

5% or 18,347 cy Common

366,940 cy

This changed the total job rock/common ratio to

82% or 1,151,993 cy Rock and

18% or 244,947 cy Common

1,396,940 cy

At $2.47/cy (Rock Cost) x 1,151,993 cy = $2,845,423

$1.24/cy (Common Cost) x 244,947 cy = 303,734

$3,149,157

$\frac{\$3,149,157}{1,396,940 cy} = \$2.25/cy$

The overrun quantity unit price should have been:

(95%) 348,593 cy Rock @ $2.47/cy = $861,025

(5%) 18,347 cy Common @ $1.24/cy = 22,750

$883,775

$\frac{\$883,775}{366,940 cy} = \$2.41/cy$

366,940 cy @ 21¢ = $77,057

Form 81-734-1169 (Rev. 5-73)

SEND TO CED

OREGON STATE HIGHWAY DIVISION

Price Agreement

Ex. No. 32

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Garden Valley Rd.-Fairgrounds Intr. Date March 24 1975

Highway Pacific Contract No. 8003

County Douglas Prefix 610-1044

Contractor S.D. Spencer and Son F. A. Project No. I-5-3(95)124

Address 4614 N.E. 72nd Ave. Vancouver, WA 98661 Price Agreement No. 33

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Document increase in quantity: Bid Item #16 General Excavation

Locations by station numbers:

Station 2513 to 2650.

Names of pay items, estimated quantities and agreed prices:

Bid Item #16: General Excavation 201,000 cu.yds. increase @ $2.20/cu.yds. = $442,200.00

Corrected Estimate: 1,231,000 cu.yds. @ $2.20 = $2,708,200.00

Bid Price is $2.20 per cu. yd.

Specifications, basis of measurement and other provisions:

Original contract and specifications.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$12,759,847.38
Present estimate of project cost, including $442,200.00 for work under this order	$13,034,607.88
Expected ~~xxxxxxx~~ over-run (amount)	$274,760.50
Expected ~~xxxxxxx~~ over-run (per cent)	2.15%

Space to right of this line is for use of Salem Office

Submitted by: Alfred M. Bates
Resident Engineer

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Signed S.D. Spencer & Son
Chas Jordan
Contractor

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*79663-T34

1-P FILE 4-2 PA OK CTA

Form 20-731-1109 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

Ex. No. 33, p.1

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Garden Valley Rd.-Fairgrounds Intr. Date December 3, 1975

Highway Pacific Contract No. 8003

County Douglas Prefix 610-1044

Contractor S.D. Spencer and Son F. A. Project No. I-5-3(95)124

Address 4614 NE 72nd Ave. Vancouver, WA 98661 Price Agreement No. 33-Supplemental

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Increase general excavation total quantity to 1,371,000 cubic yards. This is 139,924 cubic yards above the original contract quantity plus the increase allowed by Price Agreement #33.

Locations by station numbers:

Throughout project.

Names of pay items, estimated quantities and agreed prices:

Bid Item #16: General Excavation Increase 139,924 CY @ $2.20/CY = $307,832.80

Price is Bid Item price.

Specifications, basis of measurement and other provisions: 2-9-76 EO

Provisions of Price Agreement ~~#36~~ 33. Special Provisions of Garden Valley-Fairgrounds Intr. project. Standard Specifications for Highway Construction, 1970.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$14,578,325.00
Present estimate of project cost, including $307,832.80 for work under this order	$15,110,109.73
Expected ~~work~~ over-run (amount)	$ 531,784.73
Expected ~~work~~ over-run (per cent)	4

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Submitted by: Alfred M. Batey, Resident Engineer

Approval Recommended: J. X. Allan, Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

D C 9-19-76

Signed S. D. Spencer & Son, Contractor

by Otis Spencer

Approved: ..... Assistant State Highway Engineer or Office Engineer.

Constr. Engr.

SP-75403-734

OVERRUN IN BID ITEM #16
GENERAL EXCAVATION @ $2.20/CY

Original Authorization	1,030,000 CY	
Additional Authorization	876 CY	under Price Agreement #9, Credit for Mt. Nebo Detour, appears in the total to be paid at Bid Item prices.
Additional Authorization	201,000 CY	Price Agreement #33
Total Authorization	1,231,876 CY	
Excavated to 11/20/75	1,112,960 CY	
Present Overrun	0	
Estimated Eventual Excavation	1,371,800 CY	
Estimated Eventual Overrun	139,924 CY	= $307,832.80

Unstable material was encountered during the excavation of Mt. Nebo, 2560 to 2580. This situation was corrected by moving the face of excavation into the mountain until stable rock was encountered. Price Agreement #33 allows for the increase in the quantity of excavation occasioned by these bench revisions until March 25, 1975. Since that date, several minor bench revisions have been necessary and a major bench revision has been necessary because of a natural rock chute at 2571+50.

XIV. GENERAL RESTATEMENT OF BASIS OF CLAIM

A. Hauling to north practical

B. Spencer had no way of knowing that haul to north would not be permitted

C. State prohibited Spencer from using Spencer's bid plan

D. Spencer used the best and only possible alternate plan, but it cost more

E. In additional to points A through D above, the relative nature of the work was changed by the overrun of rock excavation relative to common excavation.

Spencer's bid was based on hauling to Gaddis Park. Hauling to Gaddis Park was practical. Its practicability is best demonstrated by the OSHD:

1. Mr. Bates' request that the site be purchased by the OSHD as a waste site for the project;

2. The OSHD gave consent to haul to Gaddis prior to the environmental suit.

There was no way that Spencer could know or, in fact, did know that hauling to the Gaddis waste site would be prohibited. There was no contingency in the bid. Reasonably prudent men would reach the universal conclusion that the Gaddis Park site was the best possible waste site for the project.

The OSHD, by reason of the deficiency in the Environmental Impact Statement, prohibited Spencer from using the Gaddis Park site.

Considering the time frame, Spencer used the only possible alternative plan. The Fairgrounds waste site was the best alternative plan; however, it cost more than the bid plan. It cost more not due to any failing on Spencer's part. In fact, the job was run efficiently and with due cost consideration. The project cost more because:

1. Spencer was deprived of its planned waste site due to the inadequacy of the OSHD's Environmental Impact Statement.

2. The relative nature of the work was also changed by the overrun of rock excavation relative to common excavation.

XV. STATEMENT OF CLAIM

A. Figure force account billing for all excavation, haul work and other costs relative to excavation

B. Figure all monies state paid Spencer for excavation and haul

C. Spencer files claim for the difference between A and B.

The method Spencer used in computing its claim for equitable compensation was to figure all labor, materials and equipment rentals and all other costs plus the contractor's allowance attributable to excavation and temporary protection and direction of traffic. Spencer then subtracted all monies paid Spencer by the OSHD attributable to excavation, haul and protection and direction of traffic. The difference is Spencer's proposal for equitable compensation.

XVI. LONGER PERIOD OF TIME NECESSARY TO ACCOMPLISH EXCAVATION--Inflationary aspect.

The OSHD estimating staff from Salem stated that Spencer would be able to haul 170 cy/hour with one cat wagon to Gaddis. Eight cat wagons would have been able to haul 1,361 cy/hour to Gaddis Park. In a fourteen hour workday, Spencer would have been able to haul 19,051 cy.

July 74	5 days	or	95,255 cy
Aug 74	20 days	or	381,020 cy
Sept 74	20 days	or	381,020 cy
Oct 74	20 days	or	381,020 cy
Nov 74	15 days	or	131,665 cy
			1,370,000 cy

If Spencer would have been allowed to haul to Gaddis Park, the excavation would have been completed in 1974. Instead, by December of 1974, only 422,314 cy had been hauled due to changes brought about by the deficiencies in the OSHD Environmental Impact Statement. If we analyze the cost increase in labor, fuel and parts from 1974 to 1975 to 1976, we arrive at a minimum inflationary cost of 10% per year or 20% for the two year period.

If we take the original cost of excavation of $1.63 and add 20%, we have an increase of $.326 per cubic yard. As of the January 10, 1975 estimate, 422,314 cy of material had been excavated.

Total Excavation	=	1,396,941 C.Y.
Excavation prior to 12/31/74	=	422,314 C.Y.
		974,627 C.Y.
974,627 C.Y. @ .326	=	$317,728.40

XVII. SUMMARY

Spencer's proposal for equitable compensation is reasonable.

Its reasonableness is proven by:

1. Comparison of the other bids for excavation received on the project (Section XII);

2. That approximately $919,214.35 of the claim is attributable to pushing the material off the benches (Section XI);

3. That $77,057 of the claim is attributable to the overrun of rock excavation (Section XIII);

4. Longer period of time to accomplish excavation than was originally contemplated--$317,728.40 (Section XVI).

If we were to analyze only three of the increased costs of excavation:

1.	Separate operation to push off	$ 919,214.35
2.	Longer period of time to do excavation	317,728.40
3.	Increase in cost due to addition of unproportional rock excavation	77,057.00
		$1,313,999.75

all attributable to the deficiency of the impact statement, we come up with a cost of $1,313,999.75 over the original bid cost. Figuring the excavation by force account, paid to date, we come to a deficiency of $1,353,760.57.

EXHIBITS

Section	Exhibit No.	Description
I.	1.	Letter, dated 6/20/74, Spencer to OSHD, Serial #6
	2.	Letter, dated 6/3/74, Spencer to OSHD, #97
	3.	Letter, dated 3/1/76, Spencer to OSHD, #150
	4.	Letter, dated 3/1/76, Spencer to OSHD, #149
	5.	Letter, dated 11/29/74, John Leahy to Dan Seifer
IV.	6. to 14.	Estimate sheets, file notes, documentation, etc., on Spencer's estimate on Excavation Item and Protection & Direction of Traffic Item
VI.	15.	Letter, dated 7/10/74, Spencer to OSHD, #13
	16.	Letter, dated 7/12/74, Spencer to OSHD, #14
	17.	Letter, dated 7/16/74, Spencer to OSHD, #16
	18.	Letter, dated 7/25/74, Seifer to OSHD
	19.	Letter, dated 3/26/75, Carlson to OSHD
VII.	20.	Order and Preliminary Injunction; Portion of Answer and Crossclaim of Defendant Spencer
	21.	Letter, dated 8/8/74, OSHD to Spencer
	22.	Letter, dated 8/29/74, Spencer to OSHD, #33
	23.	Letter, dated 10/2/74, Spencer to OSHD, #46
	24.	Letter, dated 10/4/74, Leahy to Judge Burns
	25.	Letter, dated 10/7/74, OSHD to Spencer
	26.	Newspaper Clipping, News Review, 6/18/74
IX.	27.	Letter, dated 10/14/74, Spencer to OSHD, #53
	28.	Letter, dated 10/22/74, DuPont to Spencer
	29.	Letter, dated 11/15/74, Spencer to OSHD, #61
X.	30.	Price Agreement No. 30
	31	Price Agreement No. 30-Supplemental
XIII.	32.	Price Agreement No. 33
	33.	Price Agreement No. 33-Supplemental

8003

8

DATE: January 31, 1979

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Additional Authorization
Garden Valley Rd.-Fairgrounds Intch.
Contract No. 8003

An estimated 5.5 percent overrun is expected on this completed project. This represents $809,063.

Major causes for the overrun include costs for general excavation, disposing of excess material, and flagging beyond that previously anticipated. These increases are $115,753, $74,949 and $223,077, respectively. The project was extended northerly, utilizing primarily unit bid prices to upgrade a narrow section of freeway to match the originally contracted work. The cost of this work was $154,656, which was a savings over letting a separate contract.

The project engineering overran by $371,633 as a result of the many changes involved in completing this complicated project and the longer than anticipated time required.

Your approval is requested in an increase of $809,063 to a new total project authorization of $15,387,388. Excess material produced and purchased under this contract will be utilized on future projects and eventually will reduce the project cost by $456,000.

This is an Interstate project and the additional cost will be participating. This matter will be on the consent calendar for your February 8 meeting.

OBJ:WR:mk

bc F. B. Klaboe
C. W. Head
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Garden Valley Rd.-Fairgrounds Intch. Date January 4, 1979

Highway Pacific Contract No. 8003

County Douglas Kind of Work Grade, Pave, Str., Sign & Illum. Contractor S.D.Spencer & Son

	Authorized Original	Authorized Revised	Estimated
Contract Amount	11,222,770.50	12,603,522.12	12,554,218
Anticipated Items	119,316.00	230,818.21	60,000
Contingency (4½%)	510,393.92	510,393.92	1,541,921
Engineering	907,366.96	907,366.96	1,279,000
Credits	----	(-) 73,776.21	(-) 47,751
PROJECT COST	12,759,847.38	14,578,325.00	15,387,388

NET INCREASE $ 809,063.00 OR 5.5 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List **all** unanticipated items)			Expected Amount	Net Change
B.I. 16	General Excavation	(C)	3,077,669.50	(+) 115,753.70
P.A. 30	Haul Adj.	(U)	497,949.41	(+) 74,949.41
P.A. 36	Increased Flagging	(U)	223,077.00	(+) 223,077.00
P.A. 60	Extend Project	(U)	154,656.22	(+) 154,656.22
Engineering			1,279,000.00	(+) 371,633.10

Principal reasons for overruns (Continue on reverse side):

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by _____
Resident Engineer

Noted by O. B. Jackman
For Construction ~~or Bridge~~ Engineer

Confirmed by _____
Regional Engineer

Noted by _____
Deputy or State Highway Engineer

SP*68727-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

January 31, 1979

FILE:

FROM: O. B. Jackmond
Contract Adm. Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Authorization
Garden Valley Rd. - Fairgrounds Intch.
Contract No. 8003

This project will overrun the project authorization by an estimated $809,063 or 5.5%. The project has been completed but has not yet been accepted. The project authorization was previously increased by $1,818,477 on September 24, 1975.

Major causes for authorization overrun are an overrun in general excavation, the price agreement for haul adjustment (or claim settlement) for disposing of excess material at the Fairgrounds waste area instead of the originally planned Gaddis Park site, and an increase in the amount of flagging required. These increases were $115,753, $74,949, and $223,077 respectively. The project was extended northerly by Price Agreement 60 at a cost of $154,656 mostly at bid prices.

Engineering will overrun by $371,633 for a total of $1,279,000. This amounts to approximately 8% of the project cost.

The project overrun also includes $456,700 of material purchased by Price Agreement No. 32 which will eventually be charged off to future projects.

A rough draft letter to the Transportation Commission requesting an increase to a new total authorization of $15,387,388 is attached.

OBJ:WR:mk

Attach.

NOTE

RECEIVED
STATE HWY ENGR
JAN 4, '79
REFER TO
FOR

9003

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CHARLOTTE M. BRIDGES)
)
)
)
)
Plaintiff (s))
)
vs.)
GEORGE SPENCER, dba S.D.)
SPENCER & SON; the Oregon)
State Highway Division,)
and the State of Oregon)
by and through its Dept)
of Defendant (s))
Transportation

Case No. L78-0513

NOTICE

FILED
AT 3:30 O'CLOCK P. M.
JUL 21 1978
Doris L. Wadsworth, County Clerk
Louise Dell
DEPUTY CLERK

ATTORNEY

No action having been taken in the above case for three months immediately prior to the date of mailing this Notice, you are hereby notified that this case will be dismissed by the Court for want of prosecution, unless the next appropriate pleading is filed on or before 30 days from the date hereof.

DATED this 24 day of July, 19 78.

STATE HWY ENGR
JUL 27 '78
REFER TO
FOR

DORIS L. WADSWORTH, COUNTY CLERK

by Louise Dell

Circuit Court Deputy

James H. Spence
Attorney at Law

S.D. Spencer & Son
Vancouver, Wash.

CC:

Oregon Dept. of Transportation
Oregon State Highway Div.
Salem, Oregon97301

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL / ...OR AUTHORIZATION

FEDERAL AID PROJECT NO.
...-5-3(95)124

STA ...OJECT NO.
See Below

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

...een, Division Administrator
...egon

PROGRAM NO.

ITEM NO.
I-775

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE AUTHORIZATION EFFECTIVE
...-9-78

FEDERAL ROUTE NUMBER
Interstate 5

STATE ROUTE NUMBER
Primary 1

...airgrounds Interchange"

...D BELOW

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

XX CONSTRUCTION - PROCEED ON AN ~~AGREED~~ PRICE AND/OR FORCE ACCOUNT BASIS

...ation date of March 9, 1978, as requested
...978 as being in the public interest
... with the above work. State Force
...,000, Federal funds $5,532.

TITLE
for Division Administrator

...6)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8003

Salem, Oregon

March 27, 1978

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Garden Valley Rd.-Fairgrounds Int.
F.A.P. No. I-5-3(95)124
Contract No. 8003
Recomputed Price Adjustments for
Non-Spec. A.C. Mixtures

Conditional final acceptance of this project by the FHWA was given November 11, 1977. FHWA's position was stressed in Mr. Hossner's January 23, 1978 letter to C. T. Keasey and led to our March 1978 agreement of procedures for acceptance of non-spec A.C. mixtures on federal-aid projects.

In accordance with this agreement, the price adjustments for non-spec A.C. mixtures on this project have been recomputed as follows:

Bid Item	Amount - P.A. No. 99	Recomputed Amount
P.M.B.B.	$ 109.85	$ 188.37
Class "B" or "C"	5,404.03	8,038.03
Class "E"	268.65	332.28
Asphalt in Mixtures	2,538.32	2,538.32
	$8,320.85	$11,097.00

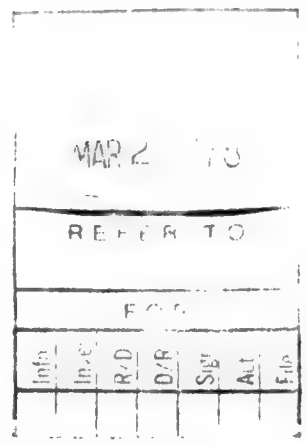
The difference in amounts is $2,776.15. Therefore, $1,388.08 should be credited to this project on a non-participating basis.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
Alfred Shirley, Jr. "
John Jenkins "
File "

NOTED
H.S.COULTER



Contract No. 6003

SUMMARY of FAILING TESTS RESULTS for ____ BIT MIX

Class (B, C, E, PMBB)

Section GARDEN VALLEY - FAIRGROUNDS

Sheet

SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt %		In Mix		Out Specs	
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs	100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
	1		2		3		4		5		6		7		8		9	10	11	12	Tons 13	% 14	Tons 15
6-24-75					2.7												6.2		55.85	93.0	52.39	2.7	1.41
					0.3														55.85	93.8	52.39	0.3	.16
7-3-75					0.4														56.16	93.4	52.71	0.4	.22
			1.2																56.16	93.4	52.71	1.2	1.27
7-16-75	2.7																		56.16	93.4	52.71	2.7	1.42
7-31-75					1.6												6.5		375.00	93.2	349.50	3.7	12.93
11-3-75					0.1												6.6		200.00	93.4	186.84	1.6	2.99
"					11.3		2.1										7.1		84.00	93.0	78.12	0.1	0.10
11-4-75					1.8												7.1		84.00	93.0	78.12	13.4	10.47
"					1.3														84.00	93.0	78.12	1.8	1.41
11-5-75							0.2										6.7		84.00	93.2	78.29	1.1	0.86
					12.7												7.0		84.00	93.0	78.12	0.3	0.23
																	7.0		84.00	93.0	78.12	13.4	10.47
																			40.91	x 1.28	=	188.37

SUMMARY of FAILING TESTS RESULTS for _____ BIT MIX

Class (B, C, E, PMBB)

FAIRGROUNDS

SHIFT AVERAGE OF TESTS												MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
1/4		10		40		200			SE. LL. PI		Asphalt %		In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%			%		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
3		4		5		6		7		8		9	10	11	12	13	14	15	16	17
2.7												6.2		55.85	93.9	52.39	2.7	1.41		
0.3												[illegible]		55.85	93.8	52.39	0.3	.16		
0.4												[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
												[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
												[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
1.6												6.5		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
0.1												[illegible]		[illegible]	[illegible]	[illegible]	1.6	2.99		
11.3		2.1										7.1		[illegible]	[illegible]	[illegible]	0.1	0.10		
1.8												[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]												[illegible]		[illegible]	93.3	[illegible]	1.8	2.93		
[illegible]		0.2										6.7		[illegible]	93.3	[illegible]	1.1	1.79		
12.7												[illegible]		[illegible]	[illegible]	[illegible]	0.2	0.33		
												[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
														40.05	x 1.00	= 188.37				
												TOTALS		1724.29				40.95		

TOTAL USED 3,992.10

Matching data with price agreement

Contract No. 8003

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Section GARDEN VALLEY - FAIRGROUND

	SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE				A
	Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt			In Mix		Out Specs		
	Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	
		1		2		3		4		5		6		7		8		9	10	11	12	Tons 13	% 14	Tons 15	
1	9-6-75			1.7		4.5												6.8		427.29	93.2	398.23	6.2	24.69	
2	"			4.8		5.0												6.8		427.29	93.2	398.23	9.8	39.03	
3						1.8												6.8		427.29	93.2	398.23	1.8	7.17	
4	"		3.2	3.0		1.2												6.8		427.29	93.2	398.23	10.4	41.42	
5	9-25-75			1.3		2.1												6.4		41.45	93.6	38.80	3.4	1.32	
50	"			3.4		4.2												6.4		41.45	93.6	38.80	7.6	2.95	
52	"					1.5												6.4		41.45	93.6	38.80	1.5	0.58	
3	9-26-75					0.2												6.5		4.75	93.5	4.44	0.2	0.01	
54	"			1.2		3.7												6.5		4.75	93.5	4.44	4.9	0.22	
99	10-7-75					5.0		0.1										6.7		125.17	93.3	116.78	5.1	5.96	
00	10-8-75		2.5	1.0														6.2		70.80	93.8	66.41	3.5	2.32	
02	"					3.4												6.2		70.80	93.8	66.41	3.4	2.26	
04	"		1.7															6.2		70.80	93.8	66.41	1.7	1.13	
06	10-9-75			0.3														6.4		106.55	93.6	99.73	0.3	0.30	
07	"			0.7														6.4		106.55	93.6	99.73	0.7	0.70	
98	"			0.7														6.4		106.55	93.6	99.73	0.7	0.70	
99	"			0.1														6.4		106.55	93.6	99.73	0.1	0.10	
10	"		2.1	1.5														6.4		106.55	93.6	99.73	3.6	3.59	
12	10-10-75		0.4	3.1		1.9												6.4		146.97	93.6	137.56	5.4	7.43	
5	"			0.7		3.3												6.4		146.97	93.6	137.56	4.0	5.50	
	12-8-75																	7.3	0.3	654.95	92.7	607.14	—	—	
																		TOTALS		3662.22 3662.22				147.38 147.38	

Submit original copy plus other substantiating data with price agreement.

03

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

EN VALLEY - FAIRGROUND

Sheet 2-8

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
1/2		1/4		10		40		200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8		9	10	11	12	13	14	15	16	17
	1.7		4.5											6.8		427.29	93.2	398.23	6.2	24.69		
	4.8		5.0											6.8		427.29	93.2	398.23	9.8	39.03		
			1.8											6.8		427.29	93.2	398.23	1.8	7.17		
	3.0		4.2											6.8		427.29	93.2	398.23	10.4	41.42		
	1.3		2.1											6.4		41.45	93.6	38.80	3.4	1.32		
	3.4		4.2											6.4		41.45	93.6	38.80	7.6	2.95		
			1.5											6.4		41.45	93.6	38.80	1.5	0.58		
			0.2											6.5		4.75	93.5	4.44	0.2	0.01		
	1.2		3.7											6.5		4.75	93.5	4.44	4.9	0.22		
			5.0		0.1									6.7		125.17	93.3	116.78	5.1	5.96		
	1.0													6.2		70.80	93.8	66.41	3.5	2.32		
			3.4											6.2		70.80	93.8	66.41	3.4	2.26		
														6.2		70.80	93.8	66.41	1.7	1.13		
	0.3													6.4		106.55	93.6	99.73	0.3	0.30		
	0.7													6.4		106.55	93.6	99.73	0.7	0.70		
	0.7													6.4		106.55	93.6	99.73	0.7	0.70		
	0.1													6.4		106.55	93.6	99.73	0.1	0.10		
	1.5													6.4		106.55	93.6	99.73	3.6	3.59		
	3.1		1.9											6.4		146.97	93.6	137.56	5.4	7.43		
	0.7		3.3											6.4		146.97	93.6	137.56	4.0	5.50		
														7.3	0.3	654.95	92.7	607.14	—	—	1.96	
														TOTALS		3662.22 3662.22				147.38 147.38	1.96 1.96	

plus other substantiating data with price agreement.

Contract No. _____

SUMMARY of FAILING TESTS RESULTS for b BIT MIX

Class (B, C, E, PMBB)

Section _____

	SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGA		
	Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt			In Mix		Ou
	Date	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-
		Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%
			1		2		3		4		5		6		7		8	9	10	11	12	13	14
12	12-9-75				1.9				0.4									6.6		382.44	93.4	357.20	2.3
24	12-16-75				1.2		12.4		9.9		0.9							6.7		390.24	93.3	364.09	24.4
15	"				1.4		10.7		2.9									6.7		390.24	93.3	364.09	15.0
	12-18-75				0.7				2.1									6.9		316.38	93.1	294.55	2.8
18	"				2.0		5.6											6.9		316.38	93.1	294.55	7.6
3	6-9-76				4.0		7.0		3.0									7.0		14.65	93.0	13.62	14.0
1	8-3-76				3.0													7.7	0.5	166.32	92.3	153.51	3.0
2	"																	7.7	0.5	166.32	92.3	153.51	-
3	"				3.0		1.0						0.1					7.7	0.5	166.32	92.3	153.51	1.1
4	"				1.0		3.0											7.7	0.5	166.32	92.3	153.51	1.0
5	"																	7.7	0.5	166.32	92.3	153.51	-
6	"																	7.7	0.5	166.32	92.3	153.51	-
7	8-4-76				4.0								0.6					8.0	0.8	125.74	92.0	115.68	4.6
8	"		1.0		5.0		2.0											8.0	0.8	125.74	92.0	115.68	8.0
9	"						2.0											8.0	0.8	125.74	92.0	115.68	2.0
	"																	8.0	0.8	125.74	92.0	115.68	-
	8-5-76						3.0											6.7	—	226.95	93.3	211.74	3.0
2	"						2.0											6.7	-	226.95	93.3	211.74	2.0
5	"						2.0											6.7	-	226.95	93.3	211.74	2.0
6	8-6-76						4.0											6.9	-	206.65	93.1	192.39	4.0
																		TOTALS		4198.71 / 7860.93			

Submit original copy plus other substantiating data with price agreement

SUMMARY of FAILING TESTS RESULTS for b BIT MIX

Class (B, C, E, PMBB)

sheet 3-8

SHIFT AVERAGE OF TESTS

1/2		1/4		10		40		200				SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
%		%		%		%		%		%				%			In Mix		Out Specs		Out Specs	Out Specs
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
2		3		4		5		6		7		8		9	10	11	%	Tons	%	Tons	Tons	Tons
1.9				0.4										6.6		382.44	93.4	357.20	2.3	8.22		
1.2		12.4		9.9		0.9								6.7		390.24	93.3	364.09	24.4	88.84		
1.4		10.7		2.9										6.7		390.24	93.3	364.09	15.0	54.61		
0.7				2.1										6.9		316.38	93.1	294.55	2.8	8.25		
2.0		5.6												6.9		316.38	93.1	294.55	7.6	22.39		
4.0		7.0		3.0										7.0		14.65	93.0	13.62	14.0	1.91		
3.0														7.7	0.5	166.32	92.3	153.51	3.0	4.61	0.83	
														7.7	0.5	166.32	92.3	153.51	—	—	0.83	
3.0		1.0						0.1						7.7	0.5	166.32	92.3	153.51	4.1	6.29	0.83	
1.0		3.0												7.7	0.5	166.32	92.3	153.51	4.0	6.14	0.83	
														7.7	0.5	166.32	92.3	153.51	—	—	0.83	
														7.7	0.5	166.32	92.3	153.51	—	—	0.83	
4.0								0.6						8.0	0.8	125.74	92.0	115.68	4.6	5.32	1.01	
5.0		2.0												8.0	0.8	125.74	92.0	115.68	8.0	9.25	1.01	
		2.0												8.0	0.8	125.74	92.0	115.68	2.0	2.31	1.01	
														8.0	0.8	125.74	92.0	115.68	—	—	1.01	
		3.0												6.7	—	226.95	93.3	211.74	3.0	6.35		
		2.0												6.7	—	226.95	93.3	211.74	2.0	4.23		
		2.0												6.7	—	226.95	93.3	211.74	2.0	4.23		
		4.0												6.9	—	206.65	93.1	192.39	4.0	7.70		
														TOTALS		4198.71 / 7860.93				240.65 / 388.03	9.02 / 10.98	

substantiating data with price agreement

Contract No. _____

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Section _____

SHIFT AVERAGE OF TESTS																	MIX USED	AGGREGATE				AS
Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt			In Mix		Out Specs		
Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15	
8-9-76					3.0		2.0										6.6	-	144.14	93.4	134.63	5.0	6.73	
"							2.0										6.6	-	144,14	93.4	134.63	2.0	2.69	
8 -76			3.0		4.0						1.0						7.1		118.43	92.9	110.02	8.0	8.80	
"			1.0								0.7						7.1		118.43	92.9	110.02	1.7	1.87	
"			4.0		6.0		3.0				1.1						7.1		118.43	92.9	110.02	14.1	15.51	
8-19-76			- -		2.0		1.0										6.5		274.75	93.5	256.89	3.0	7.71	
"					1.0		1.0				0.9						6.5		274.75	93.5	256.89	2.9	7.45	
"					1.0		-										6.5		274.75	93.5	256.89	1.0	2.57	
"			2.0		3.0		1.0				0.3						6.5		274.75	93.5	256.89	6.3	16.18	
8-20-76					7.0		1.0										7.0		352.34	93.0	327.68	8.0	26.21	
"			3.0		6.0												7.0		352.34	93.0	327.68	9.0	29.49	
"											0.4						7.0		352.34	93.0	327.68	0.4	1.31	
8-23-76					1.0												6.5		601.55	93.5	562.45	1.0	5.62	
					1.0												6.5		601.55	93.5	562.45	1.0	5.62	
8-24-76											0.1						6.4		431.40	93.6	403.79	0.1	.40	
"											0.1						6.4		431.40	93.6	403.79	0.1	.40	
"											0.3						6.4		431.40	93.6	403.79	0.3	1.21	
8-25-76											0.6						6.6		289.14	93.4	270.06	0.6	1.62	
"					3.0												6.6		289.14	93.4	270.06	3.0	8.10	
"			3.0		1.0												6.6		289.14	93.4	270.06	4.0	10.80	
TOTALS																			6164.31 / 14 025.24				160.29 / 548.32	

Submit original copy plus other substantiating data with price agreement.

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

3

Sheet 4 - 8

SHIFT AVERAGE OF TESTS												MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
1/4		10		40		200				SE. LL. PI		Asphalt		In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%				%							
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-3	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
														%	Tons	%	Tons	Tons	Tons
3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
3.0		2.0									6.6	-	144.14	93.4	134.63	5.0	6.73		
		2.0									6.6	-	144.14	93.4	134.63	2.0	2.69		
4.0						1.0					7.1		118.43	92.9	110.02	8.0	8.80		
						0.7					7.1		118.43	92.9	110.02	1.7	1.87		
6.0		3.0				1.1					7.1		118.43	92.9	110.02	14.1	15.51		
2.0		1.0									6.5		274.75	93.5	256.89	3.0	7.71		
1.0		1.0				0.9					6.5		274.75	93.5	256.89	2.9	7.45		
1.0		-									6.5		274.75	93.5	256.89	1.0	2.57		
3.0		1.0				0.3					6.5		274.75	93.5	256.89	6.3	16.18		
7.0		1.0									7.0		352.34	93.0	327.68	8.0	26.21		
6.0											7.0		352.34	93.0	327.68	9.0	29.49		
						0.4					7.0		352.34	93.0	327.68	0.4	1.31		
1.0											6.5		601.55	93.5	562.45	1.0	5.62		
1.0											6.5		601.55	93.5	562.45	1.0	5.62		
						0.1					6.4		431.40	93.6	403.79	0.1	.40		
						0.1					6.4		431.40	93.6	403.79	0.1	.40		
						0.3					6.4		431.40	93.6	403.79	0.3	1.21		
						0.6					6.6		289.14	93.4	270.06	0.6	1.62		
3.0											6.6		289.14	93.4	270.06	3.0	8.10		
1.0											6.6		289.14	93.4	270.06	4.0	10.80		
											TOTALS		6164.31 14 025.24				160.29 548.32	10.98	

g data with price agreement.

Contract No. _____

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Section _____

SHIFT AVERAGE OF TESTS																	MIX USED	AGGREGATE			
Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt			In Mix		Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons
	1		2		3		4		5		6		7		8		9	10	11	12	13	14	15
8-27-76			1.0														6.5		275.66	93.5	257.74	1.0	2.5
8-31-76					4.0		1.0										6.2		327.19	93.8	306.90	5.0	15.3
"					6.0		1.0										6.2		327.19	93.8	306.90	7.0	21.4
"					6.0		1.0										6.2		327.19	93.8	306.90	7.0	21.4
"					4.0												6.2		327.19	93.8	306.90	4.0	12.3
10-3-76			2.0		6.0		1.0										6.3		343.53	93.7	321.89	9.0	28.9
9-7-76					1.0												6.3		484.08	93.7	453.58	1.0	4.5
"			1.0		2.0												6.3		484.08	93.7	453.58	3.0	13.6
9-8-76			1.0				1.0										6.4		461.18	93.6	431.66	2.0	8.6
9-9-76			2.0		3.0		1.0										6.4		360.12	93.6	337.07	6.0	20.2
"			1.0		3.0												6.4		360.12	93.6	337.07	4.0	13.4
9-10-76			3.0		1.0												6.2		256.02	93.8	240.16	4.0	9.6
"			1.0														6.2		256.02	93.8	240.16	1.0	2.4
9-14-76			3.0		1.0												6.3		500.03	93.7	468.53	4.0	18.7
9-15-76					1.0												6.2		298.63	93.8	280.11	1.0	2.8
9-16-76					3.0												6.3		146.40	93.7	137.18	3.0	4.1
9-17-76			1.0		4.0												6.2		398.11	93.8	373.43	5.0	18.6
"			2.0														6.2		398.11	93.8	373.43	2.0	7.4
9-20-76																	6.0	0.2	372.42	94.0	350.07	-	-
"																	6.0	0.2	372.42	94.0	350.07	-	-
"																	6.0	0.2	372.42	94.0	350.07	-	-
																		TOTALS	7448.11 21473.35				2 7

Submit original copy plus other substantiating data with price agreement.

SUMMARY of FAILING TESTS RESULTS for B . BIT MIX

Class (B, C, E, PMBB)

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
1/2		1/4		10		40		200				SE. LL. PI			In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%		%			Asphalt %		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
	2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
1.0														6.5		275.66	93.5	257.74	1.0	2.58		
		4.0		1.0										6.2		327.19	93.8	306.90	5.0	15.35		
		6.0		1.0										6.2		327.19	93.8	306.90	7.0	21.48		
		6.0		1.0										6.2		327.19	93.8	306.90	7.0	21.48		
		4.0												6.2		327.19	93.8	306.90	4.0	12.28		
2.0		6.0		1.0										6.3		343.53	93.7	321.89	9.0	28.97		
		1.0												6.3		484.08	93.7	453.58	1.0	4.54		
1.0		2.0												6.3		484.08	93.7	453.58	3.0	13.61		
1.0				1.0										6.4		461.18	93.6	431.66	2.0	8.63		
2.0		3.0		1.0										6.4		360.12	93.6	337.07	6.0	20.22		
1.0		3.0												6.4		360.12	93.6	337.07	4.0	13.48		
3.0		1.0												6.2		256.02	93.8	240.16	4.0	9.61		
1.0														6.2		256.02	93.8	240.16	1.0	2.40		
3.0		1.0												6.3		500.03	93.7	468.53	4.0	18.74		
		1.0												6.2		298.63	93.8	280.11	1.0	2.80		
		3.0												6.3		146.40	93.7	137.18	3.0	4.12		
1.0		4.0												6.2		398.11	93.8	373.43	5.0	18.67		
2.0														6.2		398.11	93.8	373.43	2.0	7.47		
														6.0	0.2	372.42	94.0	350.07	—	—	0.74	
														6.0	0.2	372.42	94.0	350.07	—	—	0.74	
														6.0	0.2	372.42	94.0	350.07	—	—	0.74	
														TOTALS		7448.11 21473.35			226.43 774.75	2.22 13.20		

her substantiating data with price agreement.

Contract No. _____

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Section _____

	SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE			
	Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt			In Mix		Out Sp
	Date	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col
		Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	
			1		2		3		4		5		6		7		8	9	10	11	12	13	14	
92	9-21-76												0.6					6.2		467.87	93.8	438.86	0.6	
93	"				1.0		1.0											6.2		467.87	93.8	438.86	2.0	
94	9-22-76						1.0											6.0	0.2	421.56	94.0	396.27	1.0	
95	"				1.0													6.0	0.2	421.56	94.0	396.27	1.0	
96	"				2.0		8.0											6.0	0.2	421.56	94.0	396.27	10.0	
98	9-23-76						3.0											6.4		642.34	93.6	601.23	3.0	
99	9-24-76						6.0											5.8	0.4	1061.30	94.2	199.87	6.0	
00	9-24-76																			530.65				
02	9-23-76																							
3	9-25-76						3.0											5.9	0.3	367.40	94.1	345.72	3.0	
2	10-13-76						2.1											6.3		141.01	93.7	132.13	2.1	
5	10-14-76						0.8											7.1		162.86	92.9	151.30	0.8	
7	"						1.9											7.1		162.86	92.9	151.30	1.9	
8	"						5.5		0.9									7.1		162.86	92.9	151.30	6.4	
9	10-15-76						2.5											6.5		553.56	93.5	517.58	2.5	
11	"						4.3											6.5		553.56	93.5	517.58	4.3	
2	"						6.6		2.2				0.5					6.5		553.56	93.5	517.58	9.3	
4	10-16-76						4.0											6.7		409.03	93.3	381.62	4.0	
5	"						2.0											6.7		409.03	93.3	381.62	2.0	
6	"						3.2											6.7		409.03	93.3	381.62	3.2	
18	"						0.2											6.7		409.03	93.3	381.62	0.2	
17	11-4-75						1.8											7.1		173.97	92.9	161.62	1.8	
18	"						1.1											7.1		173.97	92.9	161.62	1.1	
																		TOTALS		7443.84 30,917.19				

Submit original copy plus other substantiating data with price agreement.

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Sheet 6-8 5

SHIFT AVERAGE OF TESTS

	1/4		10		40		200				SE. LL. PI		Asphalt		MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
	%		%		%		%		%				%			In Mix		Out Specs		Out Specs	Out Specs
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 9x13
2		3		4		5		6		7		8	9	10	11	% 12	Tons 13	% 14	Tons 15	Tons 16	Tons 17
								0.6					6.2		467.87	93.8	438.86	0.6	2.63		
0		1.0											6.2		467.87	93.8	438.86	2.0	8.78		
		1.0											6.0	0.2	421.56	94.0	396.27	1.0	3.96	0.84	
0													6.0	0.2	421.56	94.0	396.27	1.0	3.96	0.84	
.0		8.0											6.0	0.2	421.56	94.0	396.27	10.0	39.63	0.84	
		3.0											6.4		642.34	93.6	601.23	3.0	18.04		
		6.0											5.8	0.4	1061.50 / 530.65	94.2	199.87	6.0	29.99	1.25 / 2.12	
		3.0											5.9	0.3	367.70 / 367.40	94.1	345.72	3.0	10.37	1.10	
		2.1											6.3		141.01	93.7	132.13	2.1	2.77		
		10.8											7.1		162.86	92.9	151.30	0.8	1.21		
		1.9											7.1		162.86	92.9	151.30	1.9	2.87		
		5.5		0.9									7.1		162.86	92.9	151.30	6.4	9.68		
		2.5											6.5		553.56	93.5	517.58	2.5	12.94		
		4.3											6.5		553.56	93.5	517.58	4.3	22.26		
		6.6		2.2				0.5					6.5		553.56	93.5	517.58	9.3	48.13		
		4.0											6.7		409.03	93.3	381.62	4.0	15.26		
		2.0											6.7		409.03	93.3	381.62	2.0	7.63		
		3.2											6.7		409.03	93.3	381.62	3.2	12.21		
		0.2											6.7		409.03	93.3	381.62	0.2	.76		
		1.8											7.1		173.97	92.9	161.62	1.8	2.91		
		1.1											7.1		173.97	92.9	161.62	1.1	1.78		
													TOTALS		7443.84 / 30,917.19				257.77 / 1032.52	11.09 / 24.29	

substantiating data with price agreement.

Contract No. _____ SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Section _____ Sheet

	Date	SHIFT AVERAGE OF TESTS																		MIX USED	AGGREGATE				ASPH
		Sieve Size	3/4		1/2		1/4		10		40		200				SE. LL. PI		Asphalt			In Mix		Out Specs		
			%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-5	Col. 13x14 / 100	
			Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	
				1		2		3		4		5		6		7		8	9	10	11	12	13	14	15	
1	8-2-76									3.0									6.3	0.5	225.37	93.7	211.17	3.0	6.34	
2	"							2.0											6.3	0.5	225.37	93.7	211.17	2.0	4.22	
3	"							1.0											6.3	0.5	225.37	93.7	211.17	1.0	2.11	
4	"																		6.3	0.5	225.37	93.7	211.17	-	-	
	8-18-76									2.0									7.7		732.85	92.3	676.42	2.0	13.53	
	9-27-76							4.0											6.8	0.2	397.31	93.2	370.29	4.0	14.81	
3	"							5.0											6.8	0.2	397.31	93.2	370.29	5.0	18.51	
	10-9-76									1.0									6.6		399.03	93.4	372.69	1.0	3.73	
	"																		6.0	0.2	399.03	94.0	375.09	-	-	
M	11-3-76										3.0								7.1		21.09	92.9	19.59	3.0	0.59	
9	11-5-76									2.0				0.3					6.6		207.55	93.4	193.85	2.3	4.46	
39	3-18-77							2.0		2.0		1.0		1.5					8.4	0.4	43.65	91.6	39.98	6.5	2.60	
40	4-1-77							15.0		5.0		1.0		1.0					6.7	0.1	89.07	93.3	83.10	22.0	18.28	
2	"							16.0		6.0		1.0		1.0					6.7	0.1	89.07	93.3	83.10	24.0	19.94	
42	"							3.0											6.7	0.1	89.07	93.3	83.10	3.0	2.49	
43	"							3.0		2.0									6.7	0.1	89.07	93.3	83.10	5.01	4.16	
											MIX		1148.29	x $7.00				= $8038	03						
											LIQ		31.72	x $80.00				= $2537	60		(use	31.7	Same as		
		TOTALS																			3855.58 / 3772.77					

Submit original copy plus other substantiating data with price agreement.

SUMMARY of FAILING TESTS RESULTS for B BIT MIX

Class (B, C, E, PMBB)

Sheet 7-8 6

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE, LL. PI
1/2		1/4		10		40		200			SE. LL. PI		Asphalt		In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%					%		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 9x13
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
2			3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
					3.0									6.3	0.5	225.37	93.7	211.17	3.0	6.34	1.13	
			2.0											6.3	0.5	225.37	93.7	211.17	2.0	4.22	1.13	
			1.0											6.3	0.5	225.37	93.7	211.17	1.0	2.11	1.13	
														6.3	0.5	225.37	93.7	211.17	—	—	1.13	
					2.0									7.7		732.85	92.3	676.42	2.0	13.53		
			4.0											6.8	0.2	397.31	93.2	370.29	4.0	14.81	.79	
			5.0											6.8	0.2	397.31	93.2	370.29	5.0	18.51	.79	
					1.0									6.6		399.03	93.4	372.69	1.0	3.73		
														6.0	0.2	399.03	94.0	375.09	—	—	.80	
		1					3.0							7.1		21.09	92.9	19.59	3.0	0.59		
					2.0				0.3					6.6		207.55	93.4	193.85	2.3	4.46		
			2.0		2.0		1.0		1.5					8.4	0.4	43.65	91.6	39.98	6.5	2.60	.17	
			15.0		5.0		1.0		1.0					6.7	0.1	89.07	93.3	83.10	22.0	18.28	.09	
			16.0		6.0		1.0		1.0					6.7	0.1	89.07	93.3	83.10	24.0	19.94	.09	
			3.0											6.7	0.1	89.07	93.3	83.10	3.0	2.49	.09	
			3.0		2.0									6.7	0.1	89.07	93.3	83.10	5.0	4.16	.09	
							MIX	1148.29 ✓	x $7.00					= $8038.03 ✓ M								
							LIQ	31.72 ✓	x $80.00					= $2537.60 ✓ LIQ		(use 31.72 ✓ same as orig)						
TOTALS																3855.58 / 31772.77 ✓				115.77 / 1148.29 ✓	7.43 / 31.72 ✓	

other substantiating data with price agreement.

Contract No. 8003

SUMMARY of FAILING TESTS RESULTS for E. BIT MIX

Class (B, C, E, PMBB)

Section GARDEN VALLEY - FAIRGROUNDS

Sh

		SHIFT AVERAGE OF TESTS																MIX USED	AGGREGATE			
	Sieve Size	1/2		3/8		1/4		4		10		40		200		SE. LL. PI		Asphalt			In Mix		Out Specs	
	Date	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	% Ave	% Out Specs	Ave	Out Specs	% Ave	% Out Specs		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
		1		2		3		4		5		6		7		8		9	10	11	% 12	Tons 13	% 14	Tons 15
#1	5-19									1.5								6.8	—	430	93.2	400.76	1.5	6.01
3	"					2.1												6.0		430	94.0	404.20	2.1	8.49
4	"					5.3												6.3		431.395	93.7	404.22	5.3	21.42

SUMMARY of FAILING TESTS RESULTS for E BIT MIX

Class (B, C, E, PMBB)

EY - FAIRGROUNDS

Sheet 8-8

SHIFT AVERAGE OF TESTS															AGGREGATE					ASPHALT	SE. LL. PI
	1/4		4		10		40		200		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
	%		%		%		%		%				% 6.3			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	MIX USED	%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
						1.5															
		2.1											6.8	—	430	93.2	400.76	1.5	6.01		
		5.3											6.0		430	94.0	404.20	2.1	8.49		
													6.3		431.395	93.7	404.22	5.3	21.42		

36.92 × 9 = 332.28

TOTALS 1291.395 36.92

Substantiating data with price agreement

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-5-3(95)124

ST. PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-775

COUNTY NAME
Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-1-74	12-2-77	Interstate 5 / Primary 1

GENERAL LOCATION:

"Garden Valley Road- Fairgrounds Interchange"

GENERAL DESCRIPTION OF WORK:

Plant dogwood trees on bench cuts

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT OF WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- XX ☒ CONSTRUCTION - PROCEED ON AGREED XXXXXX PRXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-2-77, as requested in Mr. Keasey's letter of 2-28-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 30 is approved for TEC NTE $600, Federal funds $500.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-14-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

January 6, 1978

Mrs. Maxine Daly
633 N.E. Ballview
Roseburg, OR 97470

Dear Mrs. Daly:

Blasting Damage - Mt. Nebo Project

Your December 26, 1977 letter on this subject has been referred to Mr. C. E. See, Administrator of the Liability Claims Division, Department of Justice.

Mr. See will be in contact with you soon. If you have any questions in the meantime, Mr. See may be reached at 325 13th Street N.E., Suite 201, Salem 97310, telephone 378-6315.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc/att C. E. See

bc J. L. Sollis
Alfred Shirley, Jr.

STATE OF OREGON

INTER..FICE MEMO

HIGHWAY DIVISION

TO: Bud See, Administrator
Liability Claims Division

DATE: January 6, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Maxine Daly Complaint
Contract No. 8003
Garden Valley Rd.-Fairgrounds Int. Section
Pacific Highway

Will you please handle the attached December 26, 1977 letter from Mrs. Maxine Daly.

The contract between the State and the contractor for this I-5 project calls for the contractor to be responsible for the damages resulting from any of his work during the project. The contractor's address is:

S. D. Spencer and Sons
P. O. Box 982
Roseburg, OR 97470

Also attached is copy of a November 24, 1975 letter from Industrial Claims Service regarding this claim.

HSC:ia

Att.

cc J. L. Sollis
Alfred Shirley, Jr.

81-125-1387

633 N E Bellview
Roseburg, Oregon 97470

Dec 26, 1977

State of Oregon
State Highway Commission
Salem, Oregon 97310

Gentlemen:

Re; Insured; S. D. Spencer & Son
Claim No.; 733493

This letter concerns the recent blasting and road realignment on Mt. Nebo.

During the blasting process I spent considerable time consulting with several officials concerning damage our houses were sustaining. I talked to Alfred Shirley, Jr., Roseburg Highway Division Regional Engineer, Mr. Al Bates, Spencer & Son's, Mr. Otis Jordan, our city engineer, Don Bentz and others . I also wrote to Mr. John d'arc Lorenz, Industrial Claims Service, One SW Columbia, Portland, Oregon. Everybodies opinion differed considerably. I realized that until the blasting was finished there was not much use in pursueing the matter.
The blasting is done but our damage is not. Since the heavy rains there seems to be ground settling and our houses showing new cracks, doors have been cut off but there is more to be done. Before we cut off or plane off any more doors, will you please send some one down here to look at our problems?

I will certainly appreciate seeing someone from your Salem office who can advise me what to do.

Very truly yours,

Maxine Daly

RECEIVED
STATE HWY ENGR
JAN 5 '78
REFER TO
FOR
Info. Eval. R.D. Agr. Dist. Spec. Asst. File

Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

RECEIVED
STATE HWY ENGR
DEC 2'75
REFER TO
FOR
Info | Inves | R'D | D'R | Sgn | Att. | File

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733493
Claimant: Mrs. Maxine Daly

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 633 N. E. Belleview Court, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I -3(95)124

STATE PROJECT NO.: See Below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO: I-775

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
3-1-74	10-20-77	Interstate 5 / Primary 1

GENERAL LOCATION:

"Garden Valley Road - Fairgrounds Interchange

GENERAL DESCRIPTION OF WORK:

Aerial seeding and fertilizing of Mt. Nebo

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's memorandum of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 29 at a total estimated cost not to exceed $1,580, Federal Funds $1,470.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-77	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

F 103

1163 (Rev. 5-73)

1-P

OREGON STATE HIGHWAY DIVISION

Adjustment

~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Garden Valley Rd.-Fairgrounds Intr. Date November 16, 19 77

Highway Pacific Contract No. 8003

County Douglas Prefix 610-1044

Contractor S.D. Spencer and Son F. A. Project No. I-5-3(95)124

Address 4614 NE 72nd Avenue Vancouver, WA 98661 Price Agreement No. 99

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Document price adjustment for out of specification asphaltic concrete mixes.

Locations by station numbers:

Throughout project.

Names of pay items, estimated quantities and agreed prices:

PMBB (PA 38)	23.88	Tons @	$4.60 =	$109.85
"B" Mix	637.628	Tons @	$7.00 =	4,463.40
"C" Mix	134.376	Tons @	$7.00 =	940.63
"D" Mix	0		=	0
"E" Mix	29.85	Tons @	$9.00 =	268.65
Liquid Asphalt in Mix	31.729	Tons @	$80.00 =	2,538.32
				-$8,320.85

Specifications, basis of measurement and other provisions:

Standard Specifications for Highway Construction, Oregon 1970, Section 105.03.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$14,578,325
Present estimate of project cost, including $-8,320.85 for work under this order	$15,135,436
Expected ~~xxxxxxxx~~ over-run (amount)	$ 557,111
Expected ~~xxxxxxxx~~ over-run (per cent)	4

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates, Resident Engineer Signed ..... Contractor

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer Approved: O. B. Jackman

3/20/79 Approval Recommended GK 3-20-79

DC 3-12-79

For Deputy State Highway Engineer ~~Assistant State Highway Engineer~~

SP*0603-731

8003

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Garden Valley Rd.- Fairgrounds Intr.		WEEK ENDING: October 14, 1977
		SECTION PREFIX: 610-1044
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Garden Valley Rd.-Fairgrounds Intr.	KIND OF WORK: Grading, Paving, Structures, Signing and Illumination	
CONTRACTOR: S.D. Spencer and Son	CONTRACT NUMBER: 8003	FEDERAL AID PROJECT NUMBER: I-5-3(95)124
DATE OF CONTRACT: April 22, 1974	DATE WORK STARTED: June 24, 1974	ESTIMATED COMPLETION DATE: September 22, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: a)60 b)1037	WORK DAYS USED / CALENDAR DAYS USED: a)61 b)1062
PROJECT AUTHORIZATION: $14,578,325	SPECIFIED COMPLETION DATE: July 11, 1976	PERCENT OF TIME ELAPSED: a)102 b)102
EXCLUSIVE OF ENGINEERING: $13,670,958	ENGINEERING AUTHORIZATION: $907,366.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $14,082,308	ENGINEERING COST TO DATE: $1,079,839.77 (adjusted)	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104
ESTIMATED PERCENT: OVERRUN XXXXXXX 3 %	PERCENT OF AUTHORIZATION: 119 %	DATE PROJECT WAS COMPLETED: September 22, 1977

SEMI-FINAL SUBMITTED 10/11/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.96	2.96			2.96
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.96	2.96			2.96
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,030,000 CY	135,000 Ton			62,450 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,398,934 CY	135,380 Ton			77,035 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,398,934 CY	135,380 Ton			77,035 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7404A	7668A	7668B	7669A	7670A			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9		0		
MONDAY 10		0		
TUESDAY 11		0		
WEDNESDAY 12		0		
THURSDAY 13		0		
FRIDAY 14		0		
SATURDAY 8		0		

Routing

Keasey K
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
OCT 17 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

BEN G[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Or: Construction
2cc: Construction
cc: Region
cc: Ellis Jones
cc: File

SIGNED [signature] LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 12, 1977

FROM: J. H. Versteeg
Head of Engineering

TO: Alfred Shirley
Region 3 Engineer

RECEIVED
TECHNICAL SERVICES
OCT 13'77
REFER TO
FOR
Info | Leave | R/D | Sig | Ltr | Ck | File

SUBJECT: Mt. Nebo Revegetation
Garden Valley-Fairgrounds Rd.
Interchange Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

We have carried out an extensive investigation of possible alternate means of revegetating the rock benches on Mt. Nebo. To date we have not found a practical solution to the revegetation of the Mt. Nebo slopes and benches. The nearly vertical rock faces and benches are exposed to the sun to a point to where even the hardiest trailing or climbing vine would have difficulty surviving under natural conditions.

One possibility might be to import planting material to be placed on the two lower benches, planted with appropriate trees and shrubs and provide a drip irrigation system. This irrigation system would need to be maintained permanently to keep the plants alive. We estimate that to provide 3,300 lineal feet of earth berm, a drip irrigation system and the plant materials would cost $30,000. This estimate includes the cost for helicopter seeding of all five Mt. Nebo benches. This cost estimate does not include the annual water and maintenance cost of this proposal.

Because of the root growth restrictions the plant materials would need to be low trees, shrubs or vines. Because of the size and scale of Mt. Nebo rock cuts and benches there is some concern that these smaller plant materials would be dwarfed by the comparison.

Mr. Kerwin Doughton of Umpqua Nursery offered to donate 4' or 5' Dogwood trees to help to revegetate the Mt. Nebo benches. This offer is very generous. Mr. Doughton, being a local nurseryman in the Roseburg area, has more knowledge about local growing conditions and plant survival rates than we could hope to have.

We should take up Mr. Doughton's offer of the 50 Dogwood trees to be planted in December. Mr. Doughton could supervise the planting of these trees and their chances of survival would be enhanced.

Our Landscape Unit is completing the landscape plans for the Garden Valley-Fairgrounds Interchange Section of I-5. We do plan to include the bikeway construction in this landscaping contract. We have not yet received the field information.

Based on our review of the Mt. Nebo revegetation problem our chances of success has to be based on local experience, ideas and talents. None of the Federal or State agencies that we contacted were able to offer any constructive suggestions nor are we able to develop a reasonable solution to the revegetation problem. Attached for your information are copies of the following correspondence and memos.

Tom Savage's letters of May 24, June 3, August 4 and August 8.

Duane Christensen's letters of June 2 and September 6.

JHV:jh
cc: E. S. Hunter
Gary Potter

#9663

8

NOTED
E. S. HUNTER

In re: Glen L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, Oregon 970[illegible]

October 11, 1977

South Umpqua River (Vegetal) Bridge
Garden Valley Bi-[illegible] Interchange Section
Pacific Highway
Douglas County
Oregon Project I-5-3 (65) 170
Your file HUR-OR

We have studied the cracking of the median barrier on the subject structure as requested in your memorandum of September 27, 1977. The rail was cast in place with anchors into the deck at about two foot centers making a very rigid connection. This is a relatively limber structure and as a result vertically the rail is stressed which we feel is the most probable cause of the cracking.

After this structure was designed a new standard was adopted that does not require the rail to be attached to the deck except at the expansion joints. This allows a precast or cast-in-place rail with a maximum spacing between joints of 25 feet. If the precast barrier is used it usually is supplied in 12 1/2 foot sections.

On future bridges of this type the use of precast barrier in 12 1/2 foot lengths will be specified. This should eliminate the cracking of the barrier.

Walter J. Hart
Structural Design Engineer
ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Design Engineer
Structural Design Section

cc: E.S. Hunter
A. Shirley
C.H. Duval

RECEIVED
TECHNICAL SERVICES
OCT 13'77
REFER TO
FOR
[illegible] :dls

8003 Clerk of Wecto — B3yft for MC in B — 8
TPL

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 7, 1977

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM R. D. Church for
C. T. Keasey
Construction Engineer

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
NOV 16 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Request Contract Acceptance
Federal-aid Project No. I-5-3(95)124

Contract 8003 , Work Completed September 22, 1977

Project Garden Valley Rd.-Fairgrounds Intchge.

Highway Pacific

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 11, 1977

We are conditioning contract acceptance for the subject project to reflect our position that AC penalties should be assessed for each day of production (including first day) when the majority of material is non-specification. The difference between actual penalty assessed and the penalty as calculated with the majority stipulation would be credited to the subject project.

G. L. Green
Division Administrator

RECEIVED
OCT 11 1977

RDC:bb

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

Tabor:jr 11-11-77

U.S. DEPARTMENT OF TRANSPORTATI | FEDERAL HIGHWAY ADMINISTRATIO"

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEI AID PROJECT NO. I-5-3(95)124

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-775

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	9-14-77	Interstate 5 / Primary 1

GENERAL LOCATION:

"Garden Valley Rd.-Fairgrounds Interchange"

GENERAL DESCRIPTION OF WORK:

Reseal compression joint seal in longitudinal construction joint of Str.#7404A

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED XXXXXXX PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXX

REMARKS

As requested in Mr. Keasey's letter of 9-19-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 28 at a total estimated cost not to exceed $550 Federal Funds $500.

RECEIVED
STATE HWY ENGR
OCT 6 '77
REFER TO Church
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-26-77	for K Hammond	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Form A-105--5-61

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 28

Project Name Garden Valley Blvd. -Fairgrounds Intch. Date August 30, 1977, 19

Highway Pacific Contract No. 8003 F. A. Project No. I-5-3(95)1

County Douglas Prefix 610-1044 Account No. 260-25

Description of Work To Be Done:

Reseal compression joint seal in longitudinal construction joint of structure # 7404A

Location by Station Numbers: 2529+15.34 - 2536+29.34

Estimate of Quantities and Costs:

Labor =	$430.00
Equipment =	50.00
Materials =	70.00
Total =	$550.00

FHWA-ORE DIV APPROVED EFFEC. ———

Explanation: This bridge seal has been re-sealed by contractor on several occasions. The state forces have the expertise to properly reseal the material.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,578,325.00
Present estimate of project cost, including $ 550.00 for work under this order	$5,062,550.00
Expected ~~under-run~~ over-run (amount)	$ 484,225.00
Expected ~~under-run~~ over-run (per cent)	3.3

Space to right of this line is for use of Salem Office

Submitted by: F. D. Kelland for Al Bates, Resident Engineer

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer.

9-14-77

State Printing

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—925-988

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cc: OSHD (H S Coulter)
Reg. 3 (SHirley)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	13	Douglas	Oregon

IN COMPANY WITH
Jim Gix, Reg. Const. Engr., Al Bates, R.E.; Al Vollen, Structures section

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.	
9-14-77	T.P. Lowe, A.E. & V.J. Tabor, A.A.E.	I-5-3(95)124	
QUALITY OF WORK*	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	102 %	100 %

GARDEN VALLEY BLVD.-FAIRGROUNDS INTCHG.
PACIFIC HIGHWAY
Grading, Paving and Structures

This field review was conducted to determine if the completed contract is satisfactory for final acceptance.

Findings:

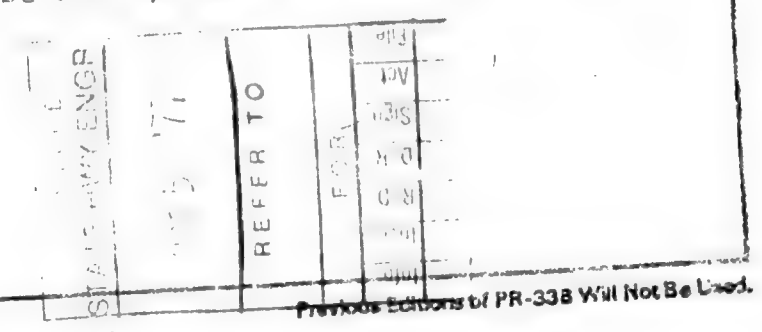
The longitudinal joint between the S. Umpqua River structures has repeatedly loosened after several applications of adhesive by the contractor. This situation is apparently due to load deflections and is no longer considered his responsibility.

The cast-in-place bridge median barrier has exhibited hairline cracking at approximately 5' intervals; however, this condition appears to be a design problem and does not involve the contractor.

Sections of precast barrier also showed signs of hairline cracking. Since this finding only involved 2 to 3 sections and should not affect the performance of the section, they were considered acceptable.

Although pre-splitting was a difficult operation during the Mt. Nebo rock cut because of the nature of the material, the final product has turned out very well.

Inspection of the bikeway along the southeast quadrant of the Garden Valley Interchange has shown that additional hydro-seeding may be necessary to establish a "stand" of grass in several areas. All in attendance agreed that this work could be accomplished with maintenance forces at a later date.



A review of record samples and core reports shows that materials are generally acceptable; however, the Summary of Test Reports" shows that a number of tests relating to asphaltic concrete did not meet specifications. Since these test reports were a cumulative summary for five separate projects supplied by the same production plant, it was not immediately apparent which tests were applicable to the subject project.

Recommendations:

The joint will be repaired by State Force Order.

Acceptance is recommended in regard to the next four items under Findings.

Approval of the A.C. is conditional. It is recommended that a penalty be assessed based on each individual test which can be computed by either a method of non-averaging or on a mutually agreed reduction based on an engineering determination of the value of the non-specification material.

Conclusion

The project will be considered acceptable once the question of non-specification asphaltic concrete is resolved.

#8108 8-17-77

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED AID PROJECT NO. I-5-3(95)124

STATE PROJECT NO. see below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-775

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-1-74	12-13-76	Interstate 5	Primary 1

GENERAL LOCATION:
Garden Valley Rd.-Fairgrounds Interchange

GENERAL DESCRIPTION OF WORK:
Reimburse City of Roseburg

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-11-77 and based on the data submitted, I approve the work as represented by SFO #27 as being in the public interest and you are authorized to reimburse the City of Roseburg for removing City owned luminaire at Harvard Ave. the exact amount of $865.91 - Federal funds $798.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-17-77	G. K. Hosmer	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No ..... S[illegible] .....

APPLYING TO CONTRACT PROJECTS

Order No ..... 17 .....

Section ..... Garden Valley Rd.-Fairgrounds Intr. ..... Date ..... June 27 ..... 19 77

Highway ..... Pacific .....

F.A.P. No. ..... 1-5-3(33)124 .....

County ..... Douglas .....

Prefix ..... Acct. [illegible] ..... Account No. ..... 27 .....

Description of Work To Be Done:

Reimburse City of Roseburg for moving city owned luminaire at Harvard Avenue.

Location by Station Numbers:

"R" 13+15 Lt.

Estimate of Quantities and Costs:

Equipment	$30.00
Materials	246.21
Labor	589.70
	$865.91

Explanation:

As per City-State Agreement, Things to done by the State, Page 3. section F.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization ..... $[illegible]

Present estimate of project cost, including

$ 865.91 for work under this order $[illegible]

Expected under-run / over-run (amount) ..... $ [illegible]

Expected under-run / over-run (per cent) 2.9

Space to right of this line for use of Salem Office.

Submitted by: [signature] Resident Engineer

Alfred [illegible]

Approval Recommended: [signature] Regional Engineer

Approval Recommended: ..... For Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

SP*7940E-734

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~

NOTED
H. S. COULTER

CON 5

RECEIVED
STATE HWY ENGR
JUN 27 '77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

June 24, 1977

THE EDITOR
The News-Review
345 N. E. Winchester
Roseburg OR 97470

Dear Sir:

Your editorial in the June 23 edition of the News-Review bothers me in that it was based on a very brief, several minute, telephone conversation with me several days ago.

At the recent meeting with community representatives where landscaping plans were discussed, the subject of the face of Mt. Nebo was also discussed. We do not have plans for landscaping the rock but we are exploring possibilities. Those in attendance were told about the possibilities that are being explored.

We have considered plantings on the benches across the face of Mt. Nebo but experiences of other states in establishing vegetation on rock benches has shown that anything that may get established is subject to being damaged by rockfall or removal during cleaning of the benches.

We are considering the use of a chemical that creates an aged-weathered look to the rock which would eliminate the "new construction" look. Also the planting of ivy or other ground cover on the benches is being considered although this would take much time before it would be effective.

We are also in contact with the Federal Lab Consortium, a group whose job is to make available the vast resource of knowledge already existing to solve problems.

We are pursuing the possibility of aerial seeding of the face so that vegetation can be established in those places high on the face where soil does exist. We are trying to find an economical, practical way to improve the appearance of the mountain.

I regret that your newspaper was unable to use the invitation extended to you by this office to attend that meeting where these problems and proposals were discussed.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

The News-Review

Opinion Page

Thursday, June 23, 1977

Editorial

Mt. Nebo left with ugly face

In more ways than one, The Mt. Nebo construction project has left its mark on Roseburg.

The three-year-long, $14.5 million project was embroiled in controversy from the outset. Although townspeople recognized that it was intended to eliminate a dangerous traffic hazard, many felt it was too expensive, too destructive, and caused too much inconvenience.

Regardless of the validity of those claims, there's no doubt now about the justification of another complaint: that the project was destroying the aesthetic beauty of a prominent Roseburg landmark.

Now, as the project is winding down, one can see plainly what the construction did to Mt. Nebo. It's not a pleasant sight.

What at one time was a grassy hillside that served as a refuge for wild goats is now a ragged, ugly, man-scarred wall of rock.

What's worse is the announcement by state highway officials that there are no plans for landscaping the rock wall that rears its ugly head so prominently over the Roseburg area.

Highway officials say they're helpless to do anything. They say there's no way to grow vegetation on the mountain face because there's practically no soil left.

"I wish I knew how to make somthing grow in that rock," an official told The News-Review.

He said any attempt at landscaping would be expensive. He said the blasting of holes and planting of trees might loosen rock on the mountain face, creating a dangerous situation for traffic below. And he said irrigating the plants would pose a problem.

He may be right. Perhaps Roseburg residents will have to live with an ugly rock wall dominating the skyline of their city.

But, before we call the situation hopeless, every effort should be made to improve the appearance of the Mt. Nebo escarpment. Landscaping techniques should be investigated and tried before we say they won't work.

After $14 million has been spent, the cost of a landscaping project to put the site in final form — as close as possible to the way nature had it before — doesn't seem unreasonable.

It's encouraging to note that state highway officials are being more aggressive in their landscaping plans for a related portion of the Nebo project — the Harvard Avenue and fairgrounds intersections with Interstate 5.

Alternate landscaping plans for the intersections were outlined at a recent meeting attended by interested community representatives. The concensus of the attendants was that the south portion of the Harvard interchange should receive a "full-blown" landscaping treatment with shrubs and trees, the north part of that intersection should receive an intermediate type of landscaping, and the fairgrounds intersection should receive the least intensive landscaping.

'That's probably the way we will recommend it," a highway official told the N-R. He said the recommendations will go to the chief designer and the head of the engineering section, and eventually to the state transportation commission for final approval and funding.

So things are looking good for the new I-5 intersections in Roseburg. But we can't say the same for the face of Mt. Nebo.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3(95)124

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-775

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Art | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-1-77	7-21-75	Interstate 5	Primary 1

GENERAL LOCATION:

"Garden Valley Rd.-Fairgrounds Interchange"

GENERAL DESCRIPTION OF WORK:

Correct drainage and repair eroded areas

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE

REMARKS

As requested in Mr. Keasey's letter of 5-11-77 and based on the data submitted, I approve the work as represented by SFO #14 as being in the public interest and you are authorized to reimburse property owner the exact amount of $4,100- Federal Funds $3,780.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-13-77	D. K. Hansen	for DIVISION ADMINISTRATOR

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

April 20, 1977

S. D. Spencer & Son
P. O. Box 982
Roseburg, OR 97470

Gentlemen:

Garden Valley Road-Fairgrounds Section
Pacific Highway
Contract No. 8003

We have reviewed your request for a second time extension on Contract No. 8003 for work on the Garden Valley Road-Fairgrounds Intersection of the Pacific Highway in Douglas County.

Your request is based on just the money value of the first 81 price agreements on the project. We believe in a time/money evaluation; the original contract time of 800 calendar workdays should be used for the comparison. Logically, the force account orders should also be included. The first time extension was based entirely on productivity for the added general excavation quantity. Some of the work on added orders was probably concurrent with that and other regular contract work with no measurable delaying effect.

We have made a time/money comparison using all the added money value, both from change orders and contract items. We realize this may not fairly reflect the time necessary for the recent Price Agreement No. 93 signing work, so have added two weeks to the additional 65 days derived on the overall time/money basis and have granted a further extension of 79 days.

This will extend the contract time to about May 25. We expect you to make a diligent effort to complete the project before then. It will be very difficult to justify any further time extension.

Very truly yours,

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley
Al Bates

E. S. Hunter
Deputy State Highway Engineer

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8003

Salem, Oregon

April 18, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Garden Valley Road-Fairgrounds
Contract No. 8003
Second Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

A 158-day time extension was granted on this project under date of June 2, 1976. This increased the contract time from the original 800 calendar days to 958. After allowing for six holiday weekend shutdown orders during this extension period, the extended time expired March 7 of this year and since then, liquidated damages have been accruing at $300 per day.

The first extension was requested only for general excavation quantity overrun and was granted on that basis, although in our analysis, we pointed out that some change orders up to that time would have been concurrent with it. Now the contractor has requested an additional 58 days based on a simple time-money relationship of 81 price agreements compared to the original contract money amount, but applied to the extended 958 day time (it probably should have been applied to the original 800 day time).

The project is currently shown as 96 percent completed, although a more careful analysis of the current progress estimate shows it over 97 percent completed and we are cutting retainage for the first time this month. There is still structure finishing work, deck waterproof membrane, concrete barrier finishing and "E" mix final lift of A.C. plus some late signing changes to accomplish.

In analyzing this request, we have reviewed the later change orders and quantity overruns that have occurred since the first time extension request was considered. Since June 1, 1976, (when the original contract time was 90 percent gone), there have been an additional 32 price agreements and 21 extra work orders on the project (several of the price agreements are simply documentary and would have no time effect). The Resident Engineer, in recommending on the request, has refined this further and emphasizes the effect of just three of the price agreements as follows:

P.A. 60, extended northerly project limits through the Garden Valley Road Interchange, $159,440.

P.A. 78, extend shoulder barrier through Mt. Nebo cut fallout area to prevent parking and contain rockfall, $32,785.

P.A. 93, 13 late signing changes, $25,192.

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The first two of these price agreements contribute to a 20 percent increase in concrete barrier quantities. P.A. 93 signing changes was just cleared last week and will probably be the last work done on the contract.

The Region recommends the 58 days as requested, but uses the late P.A. 93 to help justify it. I am afraid this approach would only lead to a further request for extension, as the contract will likely not be completed by May 4.

If we consider all change orders and quantity overruns, the estimated contractor total payments will be $14,346,547, or a 27.8 percent money increase. This compared to the original 800 days would equate to 223 additional. We have already granted 158 of this, leaving 65 more we could justify. This would expire about May 11 and does not properly recognize the late time justified by the P.A. 93 signing. I recommend an additional 2 weeks for it which reaches to May 25. Once all other work is done, we could utilize a stop work order until sign materials are available. I therefor recommend an additional 79 days extension (65 on time/money plus the last 14 for late P.A. 93 signing). This can be granted participating under delegated authority.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church
Region 3, J. Gix

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8003 Contractor S. D. Spencer & Son

Highway Pacific

Section Garden Valley Road-Fairgrounds

Kind of Work Grade, Pave, Signing, Structures & Illum.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 79 days extension of time (65 days additional on time-money for all overruns and added work plus the last 14 days for late P.A. 93 signing).

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

SP*0296-734

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 14, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 958 days to 1016 days, within which to complete our Contract No. 8003, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attachment #1

Respectfully submitted,

.....
Contractor

By .....

CONSENT OF SURETY

Date ....., 19.....

We, ST.PAUL FIRE & MARINE INSURANCE COMPANY

.....

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

Marjorie J. Berg

.....
Resident Agent

(SEAL)

ATTACHMENT #1 - INCREASE IN WORKDAY - Contract No. 8003

Price Agreements 1 to 81, by the additions of work to be performed (exclusive of general excavation overruns) increased the contract amount by approximately $1,000,000.00. The amount of the original contract was $11,222,770.50; hence an increase in the dollar amount of approximately 10%. The time to complete the work is approximately 58 days; therefore our request of 10% or an increase of from 958 days to 1016 days.

Also the nature and time of some of the price agreements caused delays in delivery of materials which could not have been anticipated or prevented by us. e.i. having to set up and manufacture concrete barrier, structual steel sign components, special rock fence materials, special pipe and so forth.

#0113

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1977

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: James J. Gix
Region 3 Construction Engineer

SUBJECT: Mt. Nebo Landscaping
Garden Valley Rd.-Fairgrounds Int.
Pacific Highway, I-5
Douglas County

E. S. HUNTER

Our Landscape Unit will seriously study the possibility of revegetating the Mt. Nebo cut to provide a normal environment for the weather forecasting goats.

Tom Savage will contact your office and set up a meeting for the last week of April. He will need the assistance of your office, the local soil conservation representative and anyone else who might have some knowledge of how this revegetation might be accomplished.

JHV:jh
cc: E. S. Hunter
C. T. Keasey
D. H. Moehring
Tom Savage
Glenn Hossner, FHWA

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Financial Picture on Garden Valley Rd – Fairgrounds

- Contract - Authorization
- Additional work & haul
- Rock Crushed for other jobs.
- Other costs & credits, etc.

Original Authorization	– $12,759,847.38
Increase agreed 9/24/75	: 1,818,477.62
Total Authorization	– $14,578,325.00
Anticipated request.	– 1,100,000 ±
	15,700,000 ±

Major Credits

PA. #9	$71,360.10	3-lanes to 2-lanes
" 72	$60,200.00	Dec. decrease in bid quantities
SFC #21	32,999 17	Work for City of Ksby.
PA #82	10,510.00	Delete conc. finish (sq ft) work
" 86	~~$~~21,120	Dec. decrease in bid quantity
" 89	20,520	" " " "

Charged
To be credited later)

PA. #32	$741,146	Crush & stockpile mat'l for future work
#31	$180,137	" " " " "
	921,583	

Major Increases

fractures in rock

length proj. G.V. Int.

SFO	#9	23,400	Insp. in Japan
"	#10	10,000	Signalize detour
PA	#28	17,701.70	Illum. Foreign Int.
"	#30	329,000	Longer haul
"	33	442,200	Gen. Exc. Overrun
"	32	741,116*	Crush & stpile mat'l.
"	31	160,13>*	" " "
"	36	86,500	Increase flagging
EWO	14	32,300	Riprap river bank
SFO	E	20,000±	Vibration study
PA	#30(Supp)	97,055	
	33 (Supp)	307,833	
PA	59	77,550	Increase topsoil item
EWO	20	11,790	Rock bolt slab above beam
PA	60	159,110	Gr, Pav., const. conc. barr
EWO	14(Supp)	26,259	
EWO	11(Supp)	57,335	Hand place slict rock Brge. Sl
PA	#81	22,500	Anti-strip additive.

Proposed 225,000 Flagging

FORM A-139

1F
8P

Oregon State Highway Division

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS

Section: Garden Valley Rd.-Fairgrounds Interchange
Highway: Pacific
County: Douglas
Kind of Work: Grade, Pave, Structures, Signing & Illum.
Contractor: S.D. Spencer & Son
Specified Completion: a)60 Calendar Days, b)800 Calendar Days
Begin May 1, 1974

Contract No. 8003
F.A. Project No. I-5-3(95)124
Job Prefix 610-1044
Date of Award APR 22 1974
Regional Engineer Alfred Shirley, Jr.
Resident Engineer A. W. Bates

CONSTRUCTION AUTHORIZATION

Contract amount		$ 11,222,770.50
Additional anticipated items:		
Slide Correction	50,000.00	
Temporary Detour Signing	3,000.00	
Permanent Pavement Striping	2,000.00	
Stage Construction Striping	5,000.00	
Temporary Erosion Control	10,000.00	
Traffic Sign Control Testing	1,000.00	
Construct 2 Sewer Cleanouts	400.00	
On-the-Job Trainees	12,000.00	
State Responsibility for Damages	2,500.00	
Oregon Water Corp.	5,000.00	
Pacific Power & Light	1,916.00	
Pacific Northwest Bell	3,000.00	
Non-Participating	22,000.00	
Cal. Pacific Utilities, Gas	1,500.00	
		119,316.00
Subtotal		$ 11,342,086.50
Contingencies (4½%)		510,393.92
Construction Engineering (8%)		907,366.96
Subtotal		$ 12,759,847.38
Credit for		-
Total original construction authorization		$ 12,759,847.38
Authorization increases, approved by Commission: Approved Sep. 24, 1975		1,818,477.62
Total present construction authorization		$ 14,576,325.00

BEGIN CAL DAY COUNT May 1, 1974
START WORK FIRST NOTIF June 24, 1974
COMPLETION DATE 2nd NOTIF
TIME EXTENSION TO ____ ON ____
TO ____ ON ____ TO ____ ON ____

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
5/31 5/31	5-16-74	PA	1	[illegible]		[illegible]
5/29 5/31	5-16-74	PA	2	[illegible]		[illegible]
5/15 6/3	5-17-74	PA	3	325.00		[illegible]
7/12 7/13	7-10-74	EQ	1	12,000	Cal-Tile J.T. Training	
8/5 8/5	7-8-74	PA	4	0	Subst. 15	for 12" Culvert Pipe

(Continued on reverse side)

RECORD OF WORK ORDERS - (Continued)

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
8/5	8/5	7-8-74	PA	5	0	Subst. 30" for 27" culvert pipe
8/5	8/6	7-26-74	SFO	6	5000	Temporary Striping
8/5	8/6	7-26-74	SFO	7	2,017	Permanent Striping
8/12	8/14	7-11-74	SFO	5	531.77	Relocate City of Roseburg San. Sewer Line
8/8	8/26	7-24-74	PA	6	0	Document Revision in Storm Sewer
8/22	8/27	8-14-74	SFO	9	23,400	on Harvard Ave.
						Inspect Steel Fabric. - Japan
8/28	8/30	8-19-74	PA	10	700	Constr. & Remove Temp. Fencing.
8/27	9/3	8-22-74	PA	11	-2,416.00	Construct Detour.
8/27	9/3	8-22-74	SFO	10	10,000	Signalize Detour
9/11	9/11	7-11-74	SFO	4	2,258	Relocate City of Roseburg Fire Hydrants
9/16	9/16	8-20-74	SFO	8	6,175	Vibration Measurement Study
9/19	9/20	8-7-74	PA	7	318.55	Move "Shell" Sign to Rose[illegible] Street
9/18	9/24	9-12-74	SFO	11	2000	Install & Remove Steel "Stop" Sign Near
9/23	9/24	7-2-74	SFO	3	914	Relocate Fire water Conn. 12" water line
9/24	10/3	9-5-74	EWO	5	750	Extra Work - Sanitary Sewer Manhole
9/30	10/3	9-5-74	PA	12	2,000	Construct Special Manhole
~~9/24~~	~~10/3~~	~~9-24-74~~	~~E~~			
8/30	10/8	8-15-74	PA	-7	-11,360.00	Credit - Change Stripe from
						3-lanes to 2-lanes on I-5 S. of
						Harvard Ave. during excav. at Mt Nebo.
9/19	10/10	8-27-74	EWO	3	1,900	Revise footing pier #5, Br. 746-A.
10/4	10/10	9-27-74	EWO	7	3,850	Pile Tip Reinforcement, and extra
						drilling for min. penetration
10/10	10/15	10/1/74	EWO	8	440	Shoring Slide
10/14	10/15	10/8/74	PA	14	870	Furn. 3/4 1/2 gravel for trench fill
10/14	10/22	9-9-74	EWO	1	1,500	Furn. and [illegible] 1 ft. thick conc.
10/14	10/22	10-4-74	PA	16	910	Construct [illegible] curbs
10/21	11/1	10-30-74	EWO	2	7,000	Haul [illegible] to & fro & dump
10/23	11/4	10-4-74	PA	1	1,500	Furn. [illegible] Bridge 746-A
						concrete footings
11/1	11/8	10-21-74	PA	17	1,458	Install 12" PVC Water Drain
10/25	11/11	10-4-74	PA	15	8,000	Extra for Haul C.Y.'s to fill
11/14	11/18	10-25-74	SFO	12	1500	Relocate 2" water line-Irrigation Conn.
11/21	11/26	11-18-74	PA	19	+250	Reduce pile length, add
						Class A concrete Bent #3, Bellows St. O'Xing.
1/3	1/5	11-18-74	PA	20	0	Subst. Cl. "D" Sewer pipe for CMP - 15" dia.

Contract 8003 Continued

RECORD OF WORK ORDERS - (Continued)

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
1/9 1/10	12-31-74	PA	3109	Constr. Temp.	Temp. Drainage [illegible]	
1/20 1/20	1-2-75	C.O.	10	Repair	shoulder	[illegible]
1/20 1/21	12-30-74	PA	18	3946.21	Install extra drainage	
1/23 1/24	1-6-75	PA	24	0	Subst. 24" C.M. Pipe for 21" Pipe	
1/9 2/6	12-31-74	PA	22	2,310	Place lights on temporary median	
2/26 2/27	2-13-75	PA	27	0	Doc. Change in "E" Mix Specs. - Co.	
2/4 3/7	1-13-75	PA	23	4137.78	Inst. Temp. Storm drains & Inlets	
3/13 3/13	2-25-75	F-PA	28	17,701.70	Install. of Illuminated Interc. on Fairgrounds	
3/14 3/18	3-7-75	PA	30	32,000	Pay for longer haul on material excavated from Mt. Nebo Cut and hauled to Fairgrounds.	
3/10 3/24	3-3-75	PA	29	0	Increase quantity of struct. Exc.	
4/22 4/23	4-17-75	SFO	13	1000	Test 2 controllers.	
4/6 4/23 to 5/7	3-24-75	PA	33	142,200	Recon. Overrun in Gen. Exc. set benches back to proper material - Mt. Nebo Cut.	
4/14 4/17	4-7-75	PA	31	(-)1	Credit for [illegible]	
5/13 5/16	5-5-75	PA	25	1,645.35	Install [illegible]	
4/29 5/28	3-28-75	F-PA	11	6,926	Install [illegible]	
5/29 6-27-75	4-22-75	PA	32	741,146	Construct [illegible]	
4/9 4/28	3-28-75	F-PA	12	7,600	Strip & stockpile [illegible]	
5-27 6-21-75	4-21-75	PA	31	180,437	Shift [illegible]	
5/20 6-21-75	4-21-75	PA	31	180,437	Eliminate Crushing & stockpile [illegible]	
5/30 6/9	5-15-75	PA	35	0	Doc. allowed change in [illegible] bridge sequence	
7/7 7/9	6-25-75	F-PA	13	4,267	[illegible]	
7/1 7/3	6-17-75	PA	36	[illegible]	[illegible]	
7/7 7/11	6-25-75	PA	38	7,050	Subst. PA BR for CTB	
7/18 8/1	7-15-75	EW	14	32,300	Riprap erected river bank area	
8/12 8/18	7/31/75	PA	41	0	Revise crushing spec for A.C. aggr. so that all aggr. coming from plant have the same specs.	
8/12 8/18	7/28/75	SFO	15	920	Fab. & install temp. signs	
8/12 8/26	7-21-75	PA	40	(-)542.50	Non-spec. precast. slabs	
9/3	8-22-75	PA	43	~~(-)23,000~~ 0	Subst. base rock & A.C. for CTB	
8/21 9/10	8-75	SFO	16	9000	Relocate Bellows St. signals	
9/12 9/23	9/4/75	SFO	17	2,625	Extraordinary Drilling for Bridge Foundations	
9/26 10/9	9-11-75	PA	45	0	Allow const. work between 10 PM & 6 AM	
10/14 10/15	9-29-75	PA	46	2,532	Constr. [illegible]	
10/14 10/17	10-8-75	PA	[illegible]	[illegible]	[illegible]	

RECORD OF WORK ORDERS - (Continued)

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS
11/4	11/10	10-13-75	PA	47	0-	Reuse AC specs.
11/4	12/18	10-16-75	PA	50	1,811.25	Subst. #14 Belden cable for #20
12/12	12/18	11-5-75	PA	51	2,828.18	Revise & add rebar S. Umpqua Br.
12/26	12/29	12-16-75	PA	55	0-	Subst. angle iron for armored corner
"	"	11-25-75	PA	58	5,100-	Increase Spl. Filter Matl' quantity
"	"	"	"	17(Supp)	1,140-	Addit. PVC. drains
12/27	"	12-16-75	EW	16	105-	Const. paved cutoff ditch
"	"	12-5-75	PA	52	1,700-	Increase pile lengths, Br. #7668
12/30	12/30	12-5-75	PA	54	286.60	Addit. rebar in bottom slab, Br 7669 A
12/30	1/5	12-9-75	PA	53	136.75	Chip down hiteway pedestal
1/23	1/27	1-15-76	EWO	17	2,061.16	PILE TIPS & BR ROCKER ASSEMB. REPAIR
1/23	1/27	1-8-76	PA	26	-0-	Decrease Increase in quantity - Type B fence
1/19	1/27	11-25-75	PA	49-Supp	367.75	Add. funds for 3/4-1/4 gravel
1/12	1/27	11-25-75	PA	61	-0-	Increase quantity - bridge approach 22
1/19	1/27	12-22-75	SFO	8-Supp	12,995(T)	Widening & Strengthening
1/12	1/27	12-22-75	PA	57	0-	Subst. poured-in-place for slope paving blocks
2/5	2/6	11-25-75	PA	30-SUPP	97,055.00	Increase quantity matl used by PA30
2/5	2/6	12-3-75	PA	33-SUPP	307,832.80	Increase graded excavation & fill quantity - PA33
12/24	12/29	10-14-75	PA	48	787.98	Revise Br. 2 & 3 footings
2/25	2/26	2-11-76	PA	56	-0-	Eliminate Stage II catch basin & replace with standard C
3/11	3/12	3/2/76	PA	20-Supp.	-0-	Adj. 15" CPP and 6" CPP storm sewer pipe
3/11	3/12	3/4/76	EWO	16	6,121.00	Construct & Maintain P.C. ramps on bridge approach
5/12	5/19	12/31/75	PA	59	79,550.00	Increase quantity of Bid Item #21. Topsoil.
5/19	6/3	5/5/76	PA	63	1,322.97	Reinstall temp.impaired clearance warning sy
5/20	6/3	5/5/76	PA	64	1,771.00	Place signal poles 2,6,7,8 at revised locati
6/1	6/3	5/19/76	EWO	19	355.00	Paint over obscene slogans painted on Mt. Neb out face by vandals.
6/3	6/15	4/22/76	SFO	18	1,884.00	Install new power poles.
6/9	6/10	6/1/76	EWO	20	11,790.00	Jackhammer 14 holes & place rock bolts to stabilize rock slab above bench 1.
5/24	6/10	5/10/76	PA	60	159,440.00	Grading,paving,construction of concrete barr.
6/8	6/14	6/7/76	PA	66	-0-	Change stage const.for Portland st o-ing.
7/2	7/6	4/23/76	PA	62	-0-	Paint structure 7404A in the field after erection rather than in the steel fab. shop.
5/13	7/6	5/10/76	PA	65	-0-	Revise typical sect. to overlay existing roadway.
7/19	7/30	7/14/76	EWO	23	462.00	Grout riprap inlet ditch.
7/29	8/16	7/16/76	EWO	24	4,505.00	Reshape eroded cut slope,seed & mulch,et

CONTRACT 8003

8/19	8/25	8/6/76	PA	69	$ 1,961.31	Sub.single mesh reinforcement in median barr.
8/17	8/25	8/5/76	EWO	22	8,613.00	Remove stage const.traffic stripe;stripe stage construction.
9/2	9/14	8/16/76	EWO	14(sup)	26,259.37	Additional extra work.
8/30	9/14	8/10/76	EWO	25	390.00	Install 35 foot service pole.
9/13	9/24	8/11/76	PA	68	1,865.00	Relocate existing sign to new position.
9/13	9/24	8/16/76	PA	70	1,250.00	Furn.,haul & place ¼"-0 aggregate material.
9/13	9/24	8/16/76	PA	71	-0-	Install perm.conc. median & shoulder barrier.
9/9	9/14	8/17/76	PA	73		Contr.may produce CL "E" asph.conc.mix w/penal
9/10	9/24	9/3/76	PA	74(doc)	-0-	Delete pg. 4 or Art.401.43 of Spec.Provisions.
9/20	9/24	9/14/76	EWO	27	2,350.00	Install add. loops & interior illuminated.
9/27	10/4	9/15/76	EWO	8 sup	352.22	Add. work performed to shape slide etc.
9/27	10/4	8/12/76	EWO	11 sup	57,334.99	Additional work on Bryden site.
9/27	10/4	9/15/76	EWO	12 sup	5,594.50	Overrun of estimated amount of shot rock.
9/27	10/4	9/15/76	EWO	13 sup	8,227.50	Overrun of estimated quantity of lime.
10/6	10/13	8/17/76	PA	72	-60,200.00	Doc.reduction in quantity;bid prices the same.
10/21	10/28	9/24/76	EWO	28	1,115.00	Apply soil sterilant under bikeway & sidewalks.
/1	11/5	10/18/76	PA	76	-0-	Doc.chang in mix design for cl C asph.conc. mix.
/10	11/15	10/26/76	EWO	29	955.00	Reconnect broken sanitary sewer lines to City system.
/8	11/15	10/27/76	EWO	31	252.00	Adjust G-1 inlet.
/10	11/15	10/28/76	EWO	32	503.00	Raise metal median guardrail to eliminate safety hazard
/8	11/15	11/2/76	EWO	33	3,214.00	Revise loop detectors, revise interior illuminated lane use sign, etc.
/8	11/12	10/19/76	SFO	19	1,800.00	Furnish & install bikeway signing.
/12	11/17	10/28/76	EWO	21	998.00	Furn.& place additional reinf.in retaining walls.
/15	11/17	10/28/76	PA	22Sup	2,436.00	Install lights on temporary barrier.
/29	12/3	11/17/76	PA	60sup	3,030.25	Furn.& Install new 30 ft mounting height steel light po
/15	12/28	10/19/76	SFO	20	- 49,540.20	Credit contract #8003 for work done under EWO 12 & PA
/27	1/14	10/18/76	PA	77	- 5,468.10	Replace surfacing on "WB"line damaged by haul operation
/23	1/14	12/7/76	PA	81	22,500.00	Furn,liquid asphalt w/anti-strip additive.
29	1/14	12/17/76	PA	83	-0-	Doc.change in specs for salvaging metal guard rail memb
29	1/14	12/7/76	PA	80	2,217.18	Clean up dust agg.placed on seal coat on CTB.
27	1/14	12/14/76	SFO	21	- 32,999.17	Credit contract for work performed under contract & reimbursed to the State by City of Roseburg.
23	1/14	12/13/76	EWO	35	41.00	Remove sanding mat'l from paving surface on "HB"&"B" lines & "A" offset line.
23	1/14	12/15/76	EWO	36	255.00	Install extruded drainage curb.
23	1/14	12/16/76	EWO	37	784.00	Trim excess asphaltic concrete pavement from shoulder.
	2/10	1/24/77	PA	82	- 10,540.00	Elimate conc,surface finish, etc.
2	2/10	1/19/77	PA	84	- 855.00	Sub.Standard Median Barrier grouted in place.
3	2/10	1/24/77	PA	85	163.30	Furn.& place two 4'x7' galvanized chain link panels.
16	2/22	2/8/77	PA	87	-0-	Contr.to use 400 tons more or less of state owned rock replace with suitable 1"-0 Rock.
17	2/28	2/14/77	EWO	38	1,006.18	Remove section of curb, conc.mowing strip, etc.
17	2/28	2/14/77	EWO	38	150.00	Remove pavement & CTB.
5	3/3	2/14/77	PA	Sup 70	1,090.00	Furn.,haul & place 1/4"-0 aggregate material.
5	3/3	2/14/77	PA	88	-21,120.00	Doc.decrease in BI #27-asphalt in seal-no change in bid
5	3/3	2/14/77	PA	89	-20,520.00	Doc.decrease in BI #30-C mix in leveling,no change bid p

100-2

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

State

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Region 3 (Shirley)

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Douglas	Oregon

IN COMPANY WITH
Al Bates and Jim Gix, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-23-77	T. P. Lowe, Area Engineer	I-5-3(95)124

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	102	96

RECEIVED STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info
Ltr
R/D
D/R
Sign
Act
Time

GARDEN VALLEY-FAIRGROUNDS SEC.
PACIFIC HWY.
Grading, Paving, Illumination & Bridges

SCOPE OF INSPECTION

This inspection involved an office review of the recent more significant price agreements and a discussion of the contractor's progress on the project. Bridges at Portland Blvd., Harvard Ave., Bellows Street and the South Umpqua Bridge pike path were viewed.

Hospital Bridge Bike Path:

The bike path bridge is tied to the understructure of the hospital bridge. The deck of the bike path consists of precast concrete members overlayed with a thin AC surfacing. I viewed this completed work last fall; however, since that time much of the AC surfacing has raveled. The contractor has been advised to correct this situation either by removing and replacing the asphalt or overlaying with a thin rich type "D" AC mix.

It was pointed out that during the construction of the AC overlay on the bike path, it was necessary that the contractor use small front end loaders to haul the mix to the spreading machine. It is likely that some segregation may have occurred during this operation and it is quite possible that the materials cooled more rapidly than normally.

Contract Time:

The contractor previously requested a 158day time extension and was granted the same. Recently the contractor requested a 58 day time extension which is being considered at the time of this writing. The Region has recommended approval of this 58 day request. If this 58 day request is approved, it will extend the completion date to about May 4, 1977. It is possible that the contractor will be substantially finished with the work by that time. If more time is taken, it is likely that an additional time request will be submitted and evaluated at that time.

There is a considerable amount of clean up work required throughout the project. The major work remaining involves the placing of the E mix on the mainlines and paving of the bike path.

Work in Progress:

At the time of this inspection only some minor clean up and fencing work was being performed by the contractor.

Recent Price Agreements:

A price agreement is being processed to change certain signs designs to preserve as much existing vegetation as possible and also to provide for new logo signs.

The State is proposing a price agreement to revise the bikeway lighting under the hospital bridge. The planning lighting, which has been installed, has been suffering extreme vandalism. For this reason the State would like to move the lighting behind the chainlink fence which has now been installed. It is estimated this work may cost about $9,500.

A price agreement is being processed to increase the flagging quantity on the project approx. 600%. The first 27,000 hours of flagging will be paid for at the contract unit bid price. The additional flagging up to approx. 7000 hours will be paid for at a slightly higher price which is being negotiated.

Bellows Street Overcrossing:

This structure was reviewed in detail. The structure was substantially complete at the time of this inspection. It was noted that the particular geometrics of this structure allow easy pedestrian access to the freeway mainlines by climbing up the slopes underneath the structure. It was agreed that some type of chain link fencing should be installed to prevent the pedestrian's easy access to the freeway. This is particularly important since sidewalks exist underneath the overcrossing and are heavily used by youngsters attending the adjacent school.

The structure at the Fairgrounds interchange which was substantially completed at the time of the inspection was also reviewed in detail. It was noted that a rather large bulge existed in the most easterly girder on the structure. Apparently a snap tie broke during the placing of concrete causing this bulge. Also, some form failure had occurred on a retaining wall, mostly on the south side. The matter of inspecting forms and the relative responsibility of adequate forming was discussed at length.

3-23-77

I was advised that the contractor had been ordered to correct the finished surfacing which looked quite shabby as a result of the failing forms. The contractor was in the process of bush hammering, grinding and refinishing these areas at the time of this inspection. It appeared the contractor was doing an adequate job of correcting these form failures which will result in an acceptable finished product.

A review of specific project records was not performed during this inspection due to an unexpected serious problem on an adjacent Inter-state project.

#8003

3-18-77

MT. NEBO PROJECT
GARDEN VALLEY FAIRGROUNDS INTERCHANGE

Construction Authorization	$12,560,000
Increased Authorization & Expected Overrun	2,900,000
	$15,460,000
Less Crushing and Stockpiling For Future Work	920,000
Balance	$14,540,000

Contract Award - April 22, 1974

Work Started - June 24, 1974

Estimated Completion Date - Spring or Early Summer 1977

8003 Garden Valley Rd-Fairgrounds
Int. Sec., Pac. Hwy.
(Grade,pave,struct.,sign & ill.)

C & A 4527 : 3-28-74

8003

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-9-76

FEDERAL AID PROJECT NO.
-5-3(95)124

STATE PROJECT NO.
See below

FROM:
Mr. G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-775

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
DEC 13 '76
REFER TO
Julien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
3-1-74	11-8-76	Interstate 5	Primary 1

GENERAL LOCATION:

"Garden Valley Road - Fairgrounds Interchange".

GENERAL DESCRIPTION OF WORK:

Furnish and install bikeway signing throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-12-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 19 in the amount of $1,800 - Federal Funds $1,656.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-9-76	G. K. Hammer for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

SP*79502-734

800.3

RECD 12-14

LONG, NEUNER, DOLE, CALEY & KOLBERG
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY
THOMAS W. KOLBERG

MAILING ADDRESS
P. O. BOX 1206

AREA CODE 503
TELEPHONE 673-5541

December 7, 1976

NOTED
H. S. COULTER

Mr. Norman Lindstedt
Attorney at Law
540 Harrison Square
1800 S. W. First Avenue
Portland, Oregon 97201

Mr. Douglas Beckman
Attorney at Law
3100 First National Bank Bldg.
Portland, Oregon 97201

Re: State Highway Commission Employees' Depositions--December 14 and 15: Sproles vs. Highway Department, Mt. Nebo, Roseburg, Douglas County

Gentlemen:

This will confirm that Room 120 of the Transportation Building has been set aside for our use on the afternoon of December 14th and all day Wednesday, December 15th.

The program is, as I understand it, that you will on the afternoon of the 14th want to inspect the past accident records and accident history of the Mt. Nebo curve. There may be some other records that you will want to inspect also that afternoon preparatory to taking the next day's depositions.

On the 15th we will take the depositions of the persons mentioned in my previous letter, to whom a copy of this letter is also directed. We would like to have the depositions commence with the deposition of Mr. L. E. George. He has commitments later in the morning of the 15th and would thus appreciate his deposition being taken first.

I understand Mr. Lindstedt will arrange for the Court Reporter.

Sincerely yours,

Eldon F. Caley

Eldon F. Caley

EFC:mg

c: Mr. L. E. George, Mr. Scott Coulter, Mr. E. S. Hunter, Mr. Lloyd Wolfe, Mr. Jack Sollis

RECD
STATE HIGHWAY
'76
REFER TO

LONG, NEUNER, DOLE, CALEY & KOLBERG
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY
THOMAS W. KOLBERG

MAILING ADDRESS
P. O. BOX 1205

AREA CODE 503
TELEPHONE 673-5541

November 24, 1976

Mr. Scott Coulter
Room 129
Transportation Building
Salem, OR 97310

Mr. E. S. Hunter
Room 129
Transportation Building
Salem, OR 97310

Mr. Lloyd Wolfe
Room 212
Transportation Building
Salem, OR 97310

Mr. L. E. George
Room 504-A
Transportation Building
Salem, OR 97310

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Re: Sproles vs. S. D. Spencer & Son and
Oregon State Highway Division
Garden Valley Road - Fairgrounds Interchange
Contract - Interstate 5 - Contract No. 8003

Gentlemen:

I am representing the Oregon State Highway Division's liability insurance carrier in respect to the above litigation now pending in Douglas County. You may recall this case as one where a rock dropped through the windshield of a vehicle killing a little girl and injuring the girl's father. The accident happened somewhere within the Mt. Nebo construction project. This unfortunate event occurred March 24, 1975.

As you perhaps know, litigation has been instituted through the estate of the child, as well as individually in behalf of her father. The plaintiffs have conducted a great quantity of discovery in the form of depositions and inspection of documents, etc. Plaintiffs' attorneys now want to inspect some documents presently located at the Salem office, and they also

11-29-76

want to take depositions from all four of you gentlemen to whom this letter is addressed.

Their proposal is for the attorneys involved to have an opportunity to inspect what I presume is a rather voluminous file of correspondence and daily reports, etc., on the afternoon of Tuesday, December 14. Then the next day, the depositions can be taken of each of you in convenient sequence. This will all be done, of course, in Salem at the Highway Division office.

Thus, I need to hear from all of you in regard to whether December 14 and 15 are not inconvenient days for these purposes. I need also to learn who has the correspondence, daily reports, and other files compiled in your Salem office on this project.

I might also state that they want to inspect the accident reports and "maintenance division" records in regard to falling rock and other accidents that may have occurred on Interstate 5 at the foot of Mt. Nebo for the ten-year period approximately prior to the time of this accident. Al Bates tells me that there has been a fairly complete study of the accidents that occurred on the Mt. Nebo curve with some particular reference to difficulty with rocks that have come off the mountain onto the highway. This is the type of information which I understand Mr. George has in his office. Actually what I need is someone in charge of those records or studies to produce them at the time of the depositions so that the plaintiffs can inspect those records and studies at that time. If there is someone in Mr. George's office who can do this, then it will not be necessary for Mr. George to personally do so.

Incidentally, also, they want to look at the bidder list and copies of all construction bids pertaining to the Mt. Nebo construction project. Mr. Bates thought that perhaps there would be a more complete bidder list and copies of the bids in your office.

Thus, if you would all please indicate to me your thoughts about December 14 and 15, you can do so either directly or

LONG, NEUNER, DOLE & CALEY
LAWYERS

through Jack Sollis, of the Department of Justice, to whom a copy of this letter is directed. I need to know fairly soon so that court reporter and other arrangements can be made.

Very truly yours,

Eldon F. Caley

ELDON F. CALEY

EFC:lk

cc: Mr. Jack Sollis
Mr. Al Bates

3/3(2)

8013

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 · 628

U. EPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

CC:
OSHD (E S Hunter) ✓

INTERMEDIATE AND FINAL INSPECTION REPORT

11-22-76

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Douglas	Oregon

IN COMPANY WITH
Al Bates, Res. Engr.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-22-76	T. P. Lowe, Area Engineer	I-5-3(5)124

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	90 %	91 %

RECEIVED
STATE HWY ENGR
COPY SENT
DEC 22 '76
REPLY TO
ATTN OF
Keasey
FOR
C
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GARDEN VALLEY-FAIRGROUNDS ROAD INTERCHANGE
PACIFIC HIGHWAY
Grading, Signing, Paving & Illumination

Scope of Inspection:

All major active work was reviewed and discussed.

Status of Work:

Nearly all major grading has been completed. Some shaping and clean-up remain. Seeding has been completed except in minor areas of unfinished excavation.

Most of the main line paving is finished except for the open graded plant mix seal. The State and contractor agreed to wait and do all of the "E" mix at one time next season.

Four lanes will be open to traffic north of Harvard Ave. shortly after Thanksgiving. This will substantially reduce inconvenience to the public. Hospital and Bellows Street bridges are essentially complete except for finishing. The first stage of the Portland overcrossing structure is complete. The structure should be complete and open to traffic in about six weeks.

Work in Progress:

The contractor was grading for the impact slabs at the Portland Ave. overcrossing and paving the mainline adjacent to the Nebo cut. Also, crews were placing slope paving under Harvard overcrossing and excavating for gabion walls under the bike path across from the Nebo cut.

Changes:

The State is negotiating a PA to place shoulder barrier through the major cut area. Already traffic has been using the rock fallout area for parking. The shoulder barrier will eliminate this potential danger.

I-5-3(95)124 11-22-76

General:

The contractor's paving plant is now located at the Bryden site near Shady. Aggregate is being hauled from the old plant site at Fairgrounds to the new plant site. Recently the State and contractor agreed to trade State aggregate at Bryden for contractor aggregate at Fairgrounds. Both stockpiles were manufactured by this contractor from Nebo rock of identical quality. All of the traded rock was weighed; therefore, determining accurate quantities was easy.

The contractor has removed the unsightly broken concrete barrier from the Umpqua river bank adjacent to the Nebo cut. I mention this only because this matter had drawn some comment from numerous sources.

Records:

I reviewed AC acceptance test results No. 104 to 112 for "B" mix and 21 to 25 for "C" mix. These tests indicated substantial compliance.

8003

MEMO TO THE FILES

November 15, 1976

R. D. Church
Contract Payments Engineer

Contract No's. 8003 & 8363

Received Estimate #3 for Contract 8363 (Fairgrounds-Roberts Creek) containing an item "Reduction Pending Rock Replacement" $25,780±.

I called Bill Tison, Resident Engineer, for an explanation and he said this material (Cl.C AC Aggr.) had been purchased from S. D. Spencer & Son on a Price Agreement for Contract 8003 (Garden Valley-Fairgrounds) and that Spencer had then used the material elsewhere. I told Mr. Tison I thought we should make the deduction from Contract 8003 where we had originally purchased it.

I then called Bobby Johnson, Assistant Resident Engineer for Contract 8003 and he agreed with me that we should deduct it from the estimate for that job.

I deducted 8800 tons @ $2.93 = $25,784.00 from P.A. 32, Contract 8003, Est. #29, and eliminated the deduction item from Contract 8363.

RDC:ljt

cc: John Bond
A. Shirley, Jr.
Bill Tison
A. W. Bates

ERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

RECEIVED
STATE HWY ENGR
NOV 5 '76
CON 5
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

November 2, 1976

S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver WA 98661

Subject: Garden Valley-Fairgrounds Section
Pacific Highway
Douglas County

Dear Mr. Spencer:

Several weeks ago during a conversation at a meeting in my office, you and Mr. Jordan, your superintendent, indicated to me that you would put the subject section back to four lanes of traffic prior to the beginning of the rainy season this fall. So far I see practically no work being done to achieve that.

NOTED
E. S. HUNTER

I call your attention to Article 107.18 of the Standard Specifications for Highway Construction which is applicable to that project. It states and I quote, "The convenience of the general public and the residents along the highway and the protection of persons and safety is of prime importance and shall be provided for by the contractor in an adequate and safe manner."

It seem as though the public has been inconvenienced long enough on this project and, in view of the fact that these are the people who pay the bill, we should be giving them consideration.

I recognize that you have other projects in the area on which operations are considerably more profitable, or at least appear to be, but it seems to me that continued delays on the completion of the subject contract would only result in less economic gain to your firm.

Please advise this office of the steps you may be taking to achieve the completion to four lanes usable on this project.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

Routing
1 Keasey
2 Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 4 1976
CONSTRUCTION
SECTION

as/cw

cc Otis Jordan
C. T. Keasey
A. W. Bates

8C0.3

STATE OF OREGON
STATE HIGHWAY COMMISSION
SALEM, OREGON 97310

9-7-76

GENTLEMEN:

AT THE SUGGESION OF INDUSTRIAL CLAIMS SERVICE, ONE S.W. COLUMBIA, SUITE 660, PORTLAND, OREGON 97201, TELEPHONE: (503) 225-1170, THIS IS A CLAIM FOR NECESSARY REPAIRS CAUSED BY S.D. SPENCER & SON'S BLASTING OPERATIONS DURING MT. NEBO CONSTRUCTION, ROSEBURG, OREGON.

ON JULY 27, 1976, AT THE REQUEST OF INDUSTRIAL CLAIMS SERVICE, A COMPLETED QUESTIONNAIRE WAS FORWARD TO THEM TOGETHER WITH TWO COMPETITIVE BIDS FOR REPAIRS. THEIR FILE NO. 736382.

Elma M. Zimrick
339 W. LAURELWOOD CT.
ROSEBURG, OREGON 97470
TEL: 673-8351

RECEIVED
STATE HWY ENGR
SEP 8 '76
REFER TO
Sallis
FOR
Engr | Asst Engr | Res Engr | D/R | Supvr | Asst | Clk

noted
OK

cy Keasey
Shirley
9-8-76

8.12.76

JACK OF ALL TRADES
GEN. CONTRACTOR
P.O. BOX 354
ROSEBURG, ORE. 97470

MRS. ZIMRICIC
339 W. LAURELWOOD CT.
RSBG, OREGON 673-8351
97470

FREE: ESTIMATE
FOR: PATCH REPAIRING OF INTERIOR WALLS
CEILING WITH A MUST IN ALL BADLY
DAMAGED AREAS ONLY!
WHICH INCLUDES UPSTAIRS, MAIN FLOOR,
(EXCLUDING BATH ON MAIN FLOOR)
& DOWNSTAIRS.
EXTERIOR & INTERIOR BASEMENT FOUNDATION
GARAGE DOOR ALIGNMENT

EXTENDED DETAIL:
2 MAJOR CRACKS IN EXTERIOR BASEMENT WALLS - PATCHED ONLY.

BASEMENT SIDE DOOR STABILIZED, REALIGNMENT W/WINDOW REPLACEMENT.

EXTERIOR FOUNDATION - PATCH & PAINT - MULTIPLE CRACKS.
FRONT STEPS EXTERIOR. MAJOR CRACK BY WAY OF SEPERATION FROM HOME & WALL.
UPPER STAIRCASE (MULTIPLE CRACKS) WALLS CEILING
LOWER STAIRCASE (ONE CRACK, MINOR PATCH & TOUCH PAINT) CEILING SEAM.
2 BEDROOMS UPSTAIRS (MULTIPLE CRACKS) WALLS & CEILING.
2 BEDROOMS MAIN FLOOR (MULTIPLE CRACKS,) CORNERS & CEILING.
LIVING ROOM (MULTIPLE CRACKS) WALLS & CEILING
DINING ROOM (MULTIPLE CRACKS) WALLS & CEILINGS.
KITCHEN (MULTIPLE CRACKS) CORNERS & CEILINGS.
KITCHEN STORAGE DOOR ALIGNMENT.
GARAGE DOOR RE-ALIGNMENT - "LOOSE OVERHEAD"

MATERIALS & LABOR TOTAL EST. 1,184.50

AUTHORIZED S/DORIS L. ABELN

BID: ELLIS PAINTING
1295 KEASY STREET
ROSEBURG, OREGON AUG. 4

PAINTING & REPAIRING - CRACKS.-

BEDROOMS - 3
LIVING ROOM.
.DINING ROOM
STAIRS
KITCHEN
STAIRS TO OUTSIDE
OUTSIDE ON FOUNDATION

TOTAL $1,295.00

FOR: ELMA M. ZIMRICK
339 W. LAURELWOOD CT.
ROSEBURG, OREGON 97470

OREGON STATE HIGHWAY DIVISION

1 Keasey 2 Bond 3 Jackmond Harwood Johnsen Walker
Reading Richards Glenn Berg
RECEIVED
AUG 23 1976
CONSTRUCTION SECTION
CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 20, 1976

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

On July 29, 1976 a letter was hand delivered to Otis Jordan listing deficiencies regarding temporary protection and direction of traffic. On August 18, 1976, Mr. A. W. Bates, Resident Engineer, and B. D. Johnson, Assistant Resident Engineer, met with Otis and toured the project. During this meeting, it was advised that there were still deficiencies to be taken care of as listed in our July 29 letter. Also discussed were additional chores such as the cleaning, straightening and placement of signs, placement of cones and reflectors, and fencing to be placed to adequately block the ends of the bicycle path under the South Umpqua River Bridge.

The project was inspected this date by Mr. J. X. Wilson, Regional Construction Engineer, B. D. Johnson and Paul McCauley. The findings of this inspection are as follows:

1. Numerous cones without proper reflectors. (Damaged cones to be replaced).

2. End of temporary concrete barrier to right of northbound traffic approaching Portland Ave. Overcrossing is exposed and dangerous to traffic. (Cover end with crushed rock).

3. Several ground mounted signs do not have flags. (All ground mounted signs to have flags attached).

4. Stop sign to right of traffic near bottom of northbound off-ramp Fairgrounds Interchange is in poor condition. (Replace sign).

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO
FOR

Send cc to Ed Hunter

5. Amber lights on concrete barrier not properly spaced, with some broken and on the ground. (Restring lights at proper spacing and uniform height).

6. Additional fence needed at north end of South Umpqua River Bridge to block bicycle path. (Install fence as requested and adjust existing fence).

7. Fence needed at the south end of South Umpqua River Bridge to adequately block bike path. (Install "U" shaped fence as directed).

8. Southbound on-ramp (Harvard Avenue Interchange) in need of maintenance. (Blade connection to freeway).

9. Some signs missing. (Double signs when required and/or directed).

10. Truck signs missing. (Place proper truck warning signs when trucks are entering and leaving freeway near asphalt plant).

11. Many pieces of broken barrier still being used as temporary concrete barrier. Numerous reflectors missing on temporary concrete barrier. (Replace all broken barrier. Place reflectors as required).

Some of the deficiencies listed in our letter of July 29, 1976 and as discussed in the meeting of August 18, 1976 have been taken care of. As of this writing, the above listed items have not been corrected.

I am expecting you to begin immediately to correct the listed deficiencies. You will be given 5 working days, however, to effect the replacement of broken barrier. This will allow you to stage the work for a minimum of conflict with freeway traffic.

Another inspection is scheduled for August 27, the end of the previously mentioned 5 working day period, to see that you have fulfilled your obligations. If not, we will consider your lack of cooperation and consideration for safety, as spelled out in Article 107.27 of the Standard Specifications, 1970 Edition, a break of contract and halt all operations and payments until a resolution is reached.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

cc Otis Jordan
C. T. Keasey ✓
A. W. Bates

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Roseburg, Oregon
July 29, 1976

S.D. Spencer and Son
4614 NE 72nd Avenue
Vancouver, WA 98661

ATTN: Otis Jordan

Re: Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
Contract 8003

Dear Mr. Jordan:

Several deficiencies now exist regarding Temporary Protection and Direction of Traffic on the Garden Valley Rd.-Fairgrounds Intr. construction project, they are as follows:

1) Many cones advising of "abrupt edge" missing.
2) Better spacing on yellow barrier reflectors, seem to be falling out of cracks and keyways where installed.
3) Many small (less than ½) pieces of barrier being used thru Mt. Nebo cut areas.
4) Harvard Ave. westbound right lane: jutting concrete block needs some protection-protrudes into roadway.
5) I-5 northbound exit to Fairgrounds-very confusing, even in daylight.
6) Southbound shoulder barrier end exposed and unprotected. Needs sandfilled barrel. One accident at this location. (between Garden Valley Intr. and Umpqua River bridge, southbound).

The Roseburg Regional Office has requested that the above listed deficiencies are to be corrected immediately. If you have any questions regarding this work, please contact this office.

Sincerely,

B.D. Johnson,
Asst. Resident Engineer

cc: J.X. Wilson
Jack Ayres
Contractor's field office

Form 81-734-3122

"510"

A Model of Thought to write Correspondence

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 12, 1976

Mrs. Estelle R. Wagner
4616 Longview Drive
Sacramento, California 95660

Dear Mrs. Wagner:

I apologize for the damage to your car and travel trailer during your trip through Oregon. Freeway reconstruction is extremely heavy at this time of year, especially in the Roseburg area.

From information contained in your letter, it is assumed that the accident occurred on the Garden Valley Interchange-Fairgrounds Interchange project. This section has been under construction for a little over two years. Construction signing has been very good with many illuminated neon and flashing amber warning signs to alert the traveling motorist of reduced speeds and hazardous driving conditions. Resident Engineers assigned to this project are constantly monitoring the construction signing.

We will continue to do our utmost to keep the freeway signing and the signs themselves in first-class condition and in locations away from traffic.

Once again, I am sorry for this minor accident and any inconvenience you may have incurred.

Sincerely,

E. S. Hunter

E. S. Hunter
Deputy State Highway Engineer

RECEIVED
ATE HWY ENGR
AUG 20 '76
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

E. S. Hunter

Dear Sir or Madam,

Thank you for your most defensive letter telling us about what a very good job you are doing Constantly monitoring the system and that it is a difficult job because of heavy traves. It was also nice of you to call it a minor problem. All in all you wrote a good letter and really left us with the feeling that you were truly sorry. Right. Blah

Actually the real topic ignored but did tell us of the trouble we should have been careless ; which were obvious.

But as an industrial psychologist, I suggest a little more training or a little more effort in improving skeletons for whoever wrote such a ghastly letter.

Don Lemma

1616 Longview Dr
Sacramento Ca 95660
July 2e, 1976

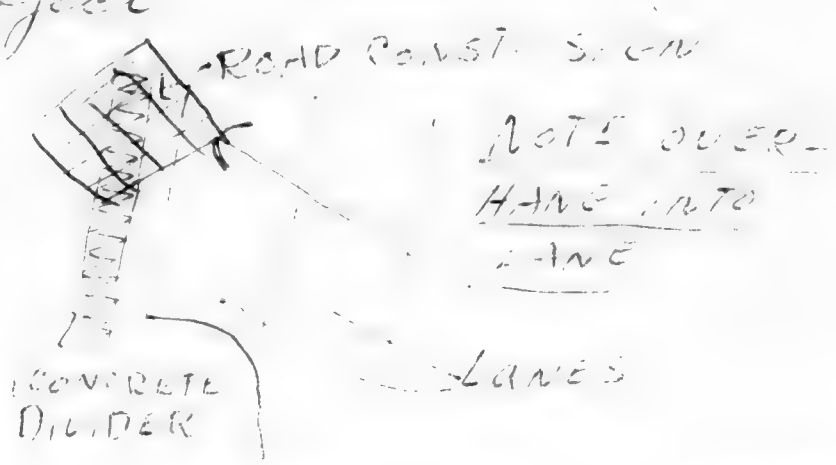
Dear Sir,

On July 1, we were traveling south on I 5 just north of Roseburg when we went thru ~~some~~ a road construction zone which caused $#15^{00}$ damage to our car, travel trailer & the loss of one fender mirror. The section of road was flanked with a cement barrier between the N & S freeway, but the directions were not clear. And the sign used to indicate construction zone ahead that it caused the damage.

7-23
Keany R/D.
ESA

We were in the fast lane passing a truck when we came upon the sign. Because we were right by the truck there was no possible way to remove to avoid the sign.

I feel the superintendant of the jobs should use about better methods of signing on a project



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JUL 22 '76
REFER TO
FOR
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Inves
R/D
D/R
Sign
Act
File

Sincerely,

(Stella L. Hargett)

(Mrs. Samuel L. Hargett)

8003

1

July 29, 1976

One vehicle traffic accident involving knocking over several traffic cones, and hitting the end of the temporary concrete barrier.

See: TRA 4-1

8003

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUN 30 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Roseburg, Oregon
June 28, 1976

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis Jordan

Re: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003

Dear Mr. Jordan:

This is to acknowledge your serial letters #149 and #150.

Letter #149 requested additional payment for Bid Item #3, Temporary Protection and Direction of Traffic, and letter #150 requested additional payment for General Excavation and haul adjustment costs.

Documentation of reasons for additonal costs over and above the as bid costs will be required before analysis of these claims can be made.

Sincerely,

Alfred W. Bates,
Resident Engineer

cc: Region
Construction

RECEIVED
STATE HWY ENGR
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FOR
Info Inves. R/D D/R Sign Act File

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98661

June 21, 1976

Mr. Alfred Bates
Resident Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8003-150

Dear Mr.Bates:

In our serial letter #6, dated June 20, 1974, notice was given that change of waste sites could or would affect our cost of excavation. In our serial letter #33, dated August 29, 1974, notice was given that a shutdown could seriously affect our costs of excavation. In Mr. Leahy's letter of November 29, 1974, acknowledgment was made that we were entitled to extra costs due to change of waste sites. A price agreement covering the extra cost of haul was negotiated on March 7, 1975. At the time, certain extra costs due to change of waste sites could be determined; however, there could only be an estimate as to the hauling delays and inefficiencies brought about by the changed conditions of hauling to the south. In our serial letter #97, dated June 3, 1975, we pointed out the hauling delays and inefficiencies and suggested remedial actions. Throughout the project, we have shown our good faith (our commitment to only recover our increased costs) by accepting increases in excavation quantities.

Only recently (June 16, 1976) were we able to obtain an accurate estimate as to the quantity of excavation. However, we have analyzed our costs of excavation and find a deficiency when compared to what we have been paid to date. This deficiency is due directly to the increased costs

occasioned by the hauling delays and inefficiencies brought about by the necessity to haul the waste south. For your scrutiny, we have analyzed our costs on a force account basis and compared same to the amounts we have been paid on the excavation items. The deficiency as of June 10, 1976 is $1,127,597.05. We request a price agreement for this deficiency be added immediately to our contract in order to eliminate the accumulation of interest and federal court costs.

A review of costs and amounts paid is enclosed for your review.

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jlw
Enclosure
cc: Vancouver

Recap of Excavation Costs on a Force Account Basis as of June 10, 1976

LABOR (direct labor, union fringes, pay roll taxes + 20% allowance)	$1,823,722.00
RENTAL (rental + 15% allowance)	2,321,684.82
MATERIALS (materials + 15 allowance)	452,829.75
TOTAL (To Date)	$4,598,236.57

Amounts Paid by State as of June 10, 1976

EXCAVATION (1,367,000 cy @ 2.20/cy)	$3,007,400.00
HAUL DIFFERENTIAL (985,616 cy @ .47/cy)	463,239.52
(3,316.48 cy @ .47/cy)	1,558.75
	$3,470,639.52

DIFFERENCE: $1,127,597.05

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98661

March 1, 1976

Mr. Alfred Bates
Resident Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8003-149

Dear Mr. Bates:

Pursuant to Sections 104.02, 109.04 and 109.05 notice is hereby given that extra compensation is expected for Item 3, Temporary Protection and Direction of Traffic.

The grounds for claim are the extra work necessary to complete the item as a result of alteration of plans and the character of the work occasioned by the Jackson vs. Brinegar suit and its subsequent impact as regards to detours, haul routes and extra work.

Since the item is on an "all specified" basis and paid by lump sum and there is no approximate unit quantity or price and since the item is directly related to the man hours of flagging, we shall accept a formula such as:

Item 3 (original) is to Item 12 (original) hours	as	Item 3 (as is contract) is to Item 12 (actual) hours paid

Sincerely,

S. D. Spencer & Son

By Otis Jordan
Otis Jordan

OJ/jlw
cc: Vancouver

STATE OF OREGON
1859

ROBERT W. STRAUB
GOVERNOR

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JUN 16 '76
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FOR
Info | Action | P/L | P/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 16, 1976

Mr. Lynn R. Lehrbach
5007 N.E. Prescott #7
Portland, Oregon 97218

Dear Mr. Lehrbach:

I have discussed with State Highway Division officials your recent letter concerning the rough conditions of bridge and overpass approaches between Salem and Albany and the construction project at Roseburg.

The project between Salem and Albany involved overlaying the existing pavement as much as eight inches and required that the structures be raised to meet this new grade line. Since it was necessary to raise the structures before doing the paving work, it was also necessary to construct temporary ramps up to the raised bridges which, unfortunately, created some bumps in the pavement surface.

This was a large project and since it could not be completed in one construction season, only part of the overlay work could be accomplished last year. I have been advised that this paving work has now been completed and I hope you will find the ride through this section substantially better.

The project at Roseburg has been a very difficult one to accomplish and still maintain freeway traffic through the area. Being a trucker, you are surely aware of the hazardous conditions that existed prior to the current construction. This project will ease the sharp curve around Mt. Nebo and provide a rockfall area so that it will be a much safer highway to drive.

The construction in this area has been continuous throughout the winter months and the blasting and rockfall onto the freeway during the excavation has presented a continuing maintenance problem. Besides the continual roadway damage from construction, it was also necessary to make several temporary changes in traffic routing through the area.

The rock removal is now nearly complete. Within a few more weeks, the resurfacing and paving work should be underway and the roughness eliminated.

Although there have necessarily been some hardships to the traveling public, it is believed the increased safety and improved access provided by this project will justify the inconveniences they have faced.

COPY

The problem of wrong-way drivers on freeways is one of national concern, and there have been several studies and experiments to prevent this from occurring.

The State of California has performed several studies on the use of devices similar to the "One-Way Gate" you mentioned, but their studies have turned up many problems with these devices. The major problem brought forth in the California study is the inability of the barriers to disable an automobile. With steel-belted or self-sealing tires, there is some question of the device's ability to puncture the tire. In one out of seven test cases, the test driver noted an air pressure drop within ten seconds after crossing the device in the wrong direction. In the other six cases, no effect was noticed after five minutes. There is also an obvious hazard to motorcyclists who cross the barrier in the proper direction. As you can see, these devices appear to have some serious shortcomings.

I appreciate your concern with highway safety and thank you for taking the time to write concerning these matters.

Sincerely,

Governor

RWS:kb

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

RECEIVED
FEB 25 1976
Governor's Office

PLEASE RETURN
ORIGINAL LETTER

006238

Please prepare draft reply
for Governor's signature
by 6-7
Thank you.

Dear Bob:

This would be a two-part letter ... I would to Henry Hagley will can state, Governor, I don't know what the Port Line on I-5 South to the State-line, but the conditions that the conditions are like the roads similar to Ashland. There is trouble. The overpasses & bridges between Salem and Albany are Eisenhowers, contractors should go to them and the

[illegible], about [illegible] to kill
[illegible] to Bangs, which could mean
[illegible], cause [illegible] to take
[illegible] to the, SCHOOL-BUS, truck
[illegible] contingency they hope to be
[illegible], also the section of
[illegible] around Roseburg is a
[illegible], the original Oregon
[illegible] for [illegible]
[illegible] the battle continues, Roseburg
[illegible] a serious problem and it
can be rectified by making
[illegible] the [illegible] of the
[illegible] Three cutting Rigs a
transportable [illegible] and operator
[illegible] repairing & changing
existing roadways.

Please, I drive for Yellow Cab Co. on 91st Columbia & Portland Telephone 255-1525, and drive this

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [

[illegible] should be cleared
[illegible] right Near the Front
[illegible] at the
[illegible] Yosemite entrance, on 5-12-76
at approximately 1 PM I was driving
my rig down Camerillo going
I-5 heading north, when I came
around a corner and a car was
coming [illegible] me, he was
on the wrong, I slammed the
[illegible] brakes, missed the
[illegible] almost losing control of
a rig weighing "75,000 pounds"
[illegible] I, is usually
[illegible] a [illegible], on [illegible]
[illegible], now the call [illegible] to
get into the [illegible] "rig on
"off-ramps" and on-coming traffic
[illegible] of [illegible].

I see now "Separate but Equal"
STATES" clouded of some the
true issues. Social security
SSI on May 17, 1976 was denied
till.

I can't help but feel angry
knowing this, as it takes me years
and the loss of "Civil Rights"
such regardless of cost is time
needed in my behalf for what
to last behind Today.

Also it would not be
right, if I didn't say thank you
in being a part of this and I know
we will support you, right now
I ask for your support regarding
these two - social issues.

yours sincerely
Lynn R. Schuck

81

_____
Date

1. Name: David Morgan
2. Address: 375 W. Riverside Dr
3. Telephone: 672-3617
4. Identification of damaged property, including:

   (a) Address and Location:
   375 W. Riverside Dr
   Roseburg

   (b) Name(s) and address of owner(s) of property:
   David - Doris Morgan
   same address

   (c) Length of time you owned/occupied the premises:
   4 years

   (d) Name(s) and address(es) of prior owner(s):
   Fred - Joyce Farr
   Stocton, Ca.

   (e) Approximate distance of property from Mt. Nebo:
   1/4 mile

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

   (a) Nature, location and extent of damage:

   interior - exterior of house - garage are plastered
   Constant blasting has caused cracks to appear - grow
   in both interior - exterior plaster

   (b) Dates and times damage occurred:
   during the times of blasting

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(c) Condition of damaged property prior to the dates mentioned in 5(b) above:

CONDITION WAS EXCELLENT. We had just had the house painted and all defects patched prior to the beginning of blasting.

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:

1½ garage
House was repaired & painted in the spring of '74

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):

I have done no repairs. I have been awaiting the end of blasting.

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:

NO

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.)

I think it would have been obvious had you stood in my house and watched it shake during a blast

7. Any other comments you wish to make:

Dated: 6/5/76

Witnesses: Janet J. M. Nowicki
Donald A. Wilson

David Hogan
Signature(s)

8003

June 2, 1976

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8003 for work on Garden Valley Rd.-Fairgrounds Int. Section of the Pacific Highway in Douglas County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 158 days is granted because of general excavation overrun. This is based on average production rates per elapsed day over a majority of the production period (September 1974 to May 1976) and is based on the indicated increase from the contract bid quantity.

If you have further questions, I suggest you contact Resident Engineer A. W. Bates, in the Roseburg office, or the Construction Engineer in Salem.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
A. W. Bates
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley-Fairgrounds Interchange Section
Pacific Highway

DATE: May 27, 1976

In reply refer to: 1041B.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur with your recommendation to grant a 158-day time extension based on the overrun in excavation quantities as requested and explained in Mr. Coulter's May 20 memorandum.

for G. L. Green

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JUN 1 1976
DOT Operations

563

DATE May 20, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 8003
Garden Valley Rd.-Fairgrounds Int. Section
FAP No. I-5-3(95)124

S. D. Spencer & Son requests an additional 240 days based only on an increase in general excavation from the net quantity shown on the plans. This is apparently derived by comparing average production per shift from January to August 1975 with the gross expected overrun quantity of 433,000 cu. yds. Two points should be noted here--first that this is based on net quantity rather than the bid quantity which is larger (1,030,000 cu. yds.), and second that the computation made on a shift basis is then translated to 240 or 241 days assuming only one shift per day.

The general excavation overrun is significant. It would be 341,000 cu. yds., or a 34 percent overrun when compared to the contract quantity of 1,030,000 cu. yds. The general excavation item is the largest single money item on the contract (of 208 bid items). Some 22 percent of the money amount is in general excavation. Although other factors, such as structure work could affect the progress of this large complex project, an overrun of this magnitude on such a large item would seem to be an obvious reason for extension.

The contract time is expressed in straight calendar days. We have considered a longer span of general excavation work and related it to the days elapsed from September 13, 1974, when the first phase barrier was completed for traffic protection at Mt. Nebo, until the week ending May 7, 1976. Reports show 1,192,735 cu. yds. of excavation performed during this elapsed time of 557 days, or 2,160 cu. yds. per elapsed day average. On this basis, the overrun from contract quantity of 341,000 yds. equates to 158 calendar days.

The 800 days allowed in the contract will expire September 7 this year. A 158-day extension would run to about February 12, 1977. On a project of this magnitude, there are probably many other reasons accumulated up to this time in the way of change orders, quantity changes and possibly other reasons which could justify small increments of time extension. Surely most of these would be concurrent with an extension based on just the general excavation overrun as suggested above. This is possibly an over-simplified way of arriving at a time extension, but it has the appeal of being simple and practical. We believe the general excavation overrun should be recognized at this time and, therefore, recommend a 158-day extension. Our Region office concurs in the above approach. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 13, 1976

FILE: CON 5 #8003

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Int.
Contract No. 8003
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

S. D. Spencer & Son request an additional 240 days based only on an increase in general excavation from the net quantity shown on the plans. In his request, the contractor does not show how he relates the quantity overrun to the days requested, but the Resident Engineer in his analysis comes up with almost the same number days as "shifts" by relating a sample of the average excavation per shift (1,793 cu. yds. from January 1975 to August 1975) to 433,000 cu. yds. expected overrun from the same net quantity. Two points should be emphasized here - first that this is based on net quantity rather than the bid quantity which is larger (1,030,000 cu. yds.) and second that the computation made on a shift basis is then translated to 240 or 241 days assuming one shift per day.

The general excavation overrun is significant. It would be 341,000 cu. yds. or a 34 percent overrun when compared to the contract quantity of 1,030,000 cu. yds. The general excavation item is the largest single money item on the contract (of 208 bid items). Some 22 percent of the money amount is in just general excavation. There are also 5 major structures on this project and as the Region discussion of this time request points out, at this time the structures work controls completion and it probably always did. The structures work and staging on it is not obviously interrelated to the main quantity of the excavation which is in the Mt. Nebo cut. Nevertheless, an overrun of this magnitude on such a large item would seem to be an obvious reason for extension.

The Region suggests that the time request be analyzed on the basis of a two shift operation which in effect would cut the time value in half. After reviewing the project records, I suggest a little different approach.

The contract time is expressed in straight calendar days. I suggest we consider a longer span of general excavation work and relate it to the days elapsed from September 13, 1974 when the first phase barrier was completed for traffic protection at Mt. Nebo, until the week ending May 7, 1976. Reports show 1,192,735 cu. yds. of excavation performed during this elapsed time of 557 days, or 2,160 cu. yds. per elapsed day average. On this basis, the overrun from contract quantity of 341,000 yds. equates to 158 calendar days.

The 800 days allowed in the contract will expire September 7 this year. A 158 day extension would run to about February 12, 1977. On a project of this magnitude, there are probably many other reasons accumulated up to this time in the way of change orders, quantity changes and possibly other reasons which could justify small increments of time extension. Surely most of these would be concurrent with an extension based on just the general excavation overrun as suggested above. This is possibly an oversimplified way of arriving at a time extension, but it has the appeal of being simple and practical. At the present time, I note that the project is running behind theoretical schedule with 70 percent completion and 85 percent of the time elapsed. I think we should recognize the general excavation overrun at this time and therefore recommend a 158 day extension. I have discussed this with J. X. Wilson of the Region 3 office and he concurs in this approach.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 21, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 800 days to 1040 days, within which to complete our Contract No. 8003, without the assessment of liquidated damages. The said contract is described as follows:

Garden Valley Road to Fairgrounds Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See accompanying "Schedule for Extra Work Days."

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By Otis Jordan
Otis Jordan

CONSENT OF SURETY

Date March 21, 19 76

We, St. Paul Fire and Marine Insurance Company, a Minnesota Corporation, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley, Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8003 Contractor S.D. Spencer and Son

Highway Pacific

Section Garden Valley Rd.-Fairgrounds Intr.

Kind of Work Grading, Paving, Structures, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 158 day time extension of contract time due to a 34 percent increase in general excavation from the quantity.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~State Highway Engineer~~

Contract No.	8003
Project designation	Federal (State-Federal)
Date awarded	April 22, 1974
Work started	June 24, 1974
Per cent completed	70 (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*6296-734

AREA CODES - VANCOUVER 206, PORTLAND 5[illegible]

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232

VANCOUVER, WASHINGTON 98661

SCHEDULE FOR EXTRA WORK DAYS

March 21, 1976
Contract No. 8003

Pursuant to Section 108.09 of the 1970 Standard Specifications for Highway Work, performance of extra work is a cause for adjustment of Contract Time.

Extra work was ordered by the Engineer including an increase of General Excavation. The net quantity of General Excavation as shown on the original contract documents is 938,017 cubic yards.

According to your pay estimates, the 938,017 cubic yards of General Excavation was completed August 11, 1975.

Obviously, if the original plan quantity of excavation had remained as actual excavation there would be no necessity to request additional work days.

The estimated net quantity of General Excavation as of this date is 1,400,000 cubic yards plus or minus.

Therefore, we respectfully request an increase of 240 calendar days to complete the project as a result of the above.

FORM SL 7-14-1220

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
April 27, 1976

FILE: CON 5

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Garden Valley-Fairgrounds
Pacific Highway
Douglas County
Contract No. 8003
Request for Time Extension

Attached is a time request on the subject project asking for 240 additional days because of extensive excavation overrun. Bates' attached justification calculations indicate more than 240 shifts and extra excavation are involved and he recommends approval of the request.

I agree with the concept that extra time is called for and have no argument with Bates' figures showing 241½ shifts of extra excavation. However, I don't believe the extra time required for excavation necessarily impacts the total job completion 100% nor that we should consider one shift as equaling one day. I believe the contractor would have worked multiple shifts even if the excavation had not overrun and for that reason alone I would have to recommend granting only half the days the contractor is asking for.

From the beginning, it has been obvious that structure work and stage construction were the critical factors in this particular project. At this point in time, it is still the structures that control completion of the work. As you can see from the weekly report status, several months of work remain on the westerly portion of the Harvard Avenue, Bellows Street and S. Umpqua River structures and the Portland Street structure work has yet to begin. It would seem that even if we had not experienced a tremendous overrun in excavation, stage construction would not have been substantially ahead of what it is now.

Because of many changed conditions, primarily material disposal, I find it difficult to get a handle on how the character of the project has changed since it was originally bid. For that reason, I don't feel confident in making a recommendation relative to extra time the contractor is entitled to. What I suggest is that we assume two shifts per day and consider granting 121 extra days at this time, for this portion of the work.

Would you please review and let me know what your thoughts are.

JXW/cw
Attach.

cc A. W. Bates

Routing

Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

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APR 29 1976
CONSTRUCTION SECTION

Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003

JUSTIFICATION FOR INCREASE IN NUMBER OF CALENDAR DAYS

Original net quantity	938,000 cu. yd.
Corrected job quantity (PA 33 Suppl.)	1,371,000 cu. yd.
Net increase	433,000 cu. yd.

Contractor excavated the original quantity (938,000 cu. yd.) by August 1975.

From August 1974 to January 1975, the contractor excavated 400,000 cu. yd. in 105 shifts for an average of 3,809 cu. yd. per shift.

From January 1975 to August 1975, the contractor excavated 538,000 cu. yd. in 300 shifts for an average of 1,793 cu. yd. per shift.

For the most part, the 400,000 cu. yd. excavated prior to January 1975 was located back of station 2567+00. The 538,000 cu. yd. excavated between January 1975 and August 1975 was located ahead of station 2567+00. The increase of 433,000 cu. yd. lies ahead of station 2567+00. Based on the contractor's average excavation per shift in the area ahead of station 2567+00, it would require 241½ shifts to excavate the overrun of 433,000 cu. yd.

$$\frac{\text{General excavation overrun } 433{,}000 \text{ cu. yd.}}{\text{Average excavation per shift } 1{,}793 \text{ cu. yd.}} = 241.49 \text{ shifts}$$

8 of 3

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 1, 1976

In reply refer to: 1041B

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley Road-Fairgrounds Interchange
Inspection Report No. 8

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
ATTN: H. S. Coulter, Admin.

The attached inspection report itemizes certain findings and recommendations resulting from a recent construction inspection of subject project. We are particularly concerned about item No. 2.

✓ May we have your comments.

G. K. Hansen
for G. L. Green

Attachment

cc:
OSHD (Keasey)

Courtesy Draft 6-3-76

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JUN 2 1976
DOT Operations

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cc: OSHD (H S Coulter)

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Douglas	Oregon

IN COMPANY WITH

Curt Duval, Res Engr, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5/18/76	R. W. Pillsbury, Asst Br Engr & R. C. Schimelfenyg, Asst Area Engr	I-5-3(95)124

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	a - 102% b - 86	a - 100 % b - 74

GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, Signing, Illumination, & Structures

SCOPE OF INSPECTION:

This inspection included a review of selected materials reports for all of the bridges as well as a field inspection covering the work in progress.

WORK COMPLETED:

The northbound structures are complete and the contractor is working on the decks of the southbound structures, except for the Portland Street structure where work has not started.

WORK IN PROGRESS:

A crew was cleaning and painting steel on the Hospital Bridge while others were forming decks in Bellows and Harvard Avenue structures southbound. Contractor was installing posts for Type II fence, working in Mt. Nebo cut, crusher producing material for private use, forming and pouring curb.

FINDINGS AND RECOMMENDATIONS:

1. The joint in the deck at Pier 1 has been constructed to two different widths. The NB roadway has a joint for a Type F seal and the SB roadway has a joint for a Type C seal. The latter is in accordance with the plans. This is an error and Federal participation will be limited to the plan requirements.

- more -

2. Paragraph 514.31 of the Special Provisions states that all steel painting on the Hospital Bridge except the final coat shall be applied at the shop. It was found that the sandblasting and painting are being done in the field over the river. According to Mr. Duval this arrangement has the blessing of the OSHD. In addition Mr. Duval has approval for the work from the Fish and Game people. A search of our files shows no documentation of this change in specifications, cost differentials, etc. This work should be documented and appropriate credits made, if justified. It would appear desirable to have documentation of some sort from the F&G people.

   Inspection of the work indicates the cleaning and painting are as acceptable as possible. Two areas not receiving proper cleaning and painting are the bearing areas under the bike slab panels and the truss lower chord behind the bearing supports. There is no way this latter area can be sealed. The State should investigate ways to properly protect these areas, especially the lower chord, and see that they are protected.

3. The concrete median barrier dowels were left out of the slab on the south end of the steel trusses of the Hospital Bridge. These should be dowelled in.

Box 3

File 15.2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

May 28, 1976

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Berman Corp. Complaint
Garden Valley-Fairgrounds Sec.
Pacific Highway (I-5)
Douglas County
Contract No. 8003

Attached is additional data submitted by Al Bates relative to subject complaint. This is apparently all we have on file. Photos previously sent to Sollis cannot be reproduced here because the negatives cannot be located. Additional photos showing current status have been taken and will be submitted as soon as possible.

jxw/cw
Attach.

cc A. W. Bates

Data handed to N. S. Coulter 4 p.m. 6-1-76 CR

RECEIVED
STATE HWY ENGR
JUN 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1 Keasey RECEIVED Richards
2 Bond Glenn
Jackmond JUN 1 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 27, 1976

FILE: CON 5

FROM: Alfred W. Bates,
Resident Engineer

TO: Jack Ayres

SUBJECT: Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
Contract 8003
Berman Corp.

As per your request the following data is being submitted concerning the recent Berman Corporation complaint:

1) Two (2) letters to S.D. Spencer and Son dated June 23 and July 17, 1975 with attachments .

2) One (1) letter to Jack L. Sollis dated April 11, 1975 with attachments.

3) One (1) map of cross-sections and plan view of service station approaches.

4) Three (3) photos of area prior to grading work.

Please note in letter to Mr. Sollis that photos were submitted to his office, additional photos were taken this date and will be forthcoming.

5-28-76

cc: C.T. Keasey

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 25, 1976

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Mrs. Gladys McCoy
Ombudsman
Office of the Governor
103 Public Service Building
Salem, OR 97310

Dear Gladys:

I apologize for not being very accessible the last few weeks, but I found that taking over the reigns of such an extensive department as this rather hectic.

In the meanwhile, we have followed up on certain of your requests through our Highway Division. I am forwarding to you a memorandum from Scott Coulter to Fred Klaboe concerning, particularly, the complaint of Mr. Harvey Norman Berna. I have not dealt with this matter personally, but I do feel that Mr. Coulter is well qualified to do so.

If this process is, for some reason, unsatisfactory, please call me, and we will try and sort out our relationships in dealing with your Ombudsman's requests.

In another month or so, my availability should be substantially enhanced. Right now, I am still trying to figure out where things are.

Very truly yours,

Robert A. Burco
Director of Transportation

RAB:fn
Enc.

bc F. B. Klaboe

Scott Coulter

RECEIVED
STATE HWY ENGR
MAY 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

Highway Division

TO: F. B. Klaboe
Assistant Director for Operations

DATE: May 19, 1976

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Requests of Ombudsman's Office

This is in response to Mr. Burco's May 14 letter and the complaints brought to his attention by Gladys McCoy.

#75541

(1) Attached is a copy of my letter to Superintendent Fisher regarding Mrs. Alice Kitching. The State Police are aware of the situation and are patrolling that part of the Clackamas Highway in hopes that this may be some deterrent to motorcyclists dragging past Mrs. Kitching's residence.

(2) Our field people are looking into the signing for the Lutheran Church in Newport and will have a report for you in about ten days.

(3) Concerning the complaint of Mr. Harvey Norman Berna, this matter is still in litigation with the Supreme Court considering whether or not it will review the decision of the Court of Appeals upholding the State. The facts of the case are very simply that the Berman Corporation alleged that the extra traffic on the street in front of the service station occasioned by the highway construction in the area interfered with the public's use of the service station and therefore the defendant suffered a severe loss of income. Under Oregon law this is not compensable. Unless the Supreme Court reverses the decision of the Court of Appeals, the final legal determination of the case will be that the Highway Division has no liability in this situation.

Negotiations for acquisition of the property necessary for the improvement started in the summer of 1971 with a legal letter of offer in December and filing a condemnation complaint in July 1972. The Highway Division took possession of the property in April 1974. A final settlement agreement was reached before going to trial and payment made in August 1974. In addition, there was the normal array of meetings and hearings prior to the decision to construct this project affording all property owners information and knowledge about the proposed work and possible impact on their business activities.

The final settlement included a clause stating that if the State prohibited the servicing of cars in the approach area between the frontage road and the right-of-way line, the defendant would have the right to litigate damages. Because of that clause, our resident engineer on this project paid particular attention to the activities in the area to insure that cars had access to the service station.

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81-125-1387

My review of the available information convinces me that the extra traffic occasioned by this type construction would not interfere so substantially with a service station's business to result in the claimed loss of patronage. I must conclude that this patronage loss is the result of other factors.

If anyone wishes to review the file, it is "the Berman Corporation, Inc. v. State of Oregon, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno." The case number is 75-846 and it was filed in Douglas County. The legal number for the Attorney General's office is L-7204. The file is now in the hands of the Appellate Section in the Attorney General's office.

HSC:ia

Att.

cc Jack Sollis

STATE OF OREGON

INTER-OFFICE MEMO

TO: F. B. Klaboe
Chief of Operations

DATE: May 14, 1976

FROM: Robert A. Burco
Director of Transportation

SUBJECT: Requests of Ombudsman's Office

RECEIVED
MAY 17 1976
LEGAL

I received a telephone call from Gladys McCoy, Ombudsman, calling the following complaints to my attention:

(1) She again inquired about the request regarding Alice Kitching of Estacada concerning a problem of noise, fumes, etc. from motorcycles dragging on the Clackamas Highway.

Mrs. McCoy was advised that we were making another contact with the State Police asking their assistance to patrol this area.

(2) Mr. Hansen, of the Lutheran Church in Newport, 2315 N. Coast Highway, indicates that their church sign sets back off the highway and people have trouble seeing it. He wants a sign on Highway 101. They will pay for the sign but needs permission to install it on highway right of way.

(3) Mr. Harvey Norman Berna, a stockholder of the Berman Service Station, 1920 Wilson Collins Road, Roseburg, claims that in 1974, when the Highway Division started construction on the Mt. Nebo project, his patronage fell from 20,000 gallons per month to none. He asked for damages--filed a lawsuit, the Judge upheld demurrer filed by State, it was appealed to the next court--Appeals Court upheld State. Mr. Berna is now ready to file bankruptcy.

Mrs. McCoy discussed the matter with Ed Sullivan who feels that there must be more to it and wants us to review the entire file.

Will you please have someone look into these matters and give me a report.

fn

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STATE HWY ENGR
MAY 17'76
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provided by law in actions for the recovery of rental due.

(j) Claims to real property, or any interest therein, with or without an account for the rents and profits thereof.

(k) Claims for personal property, or any interest therein, with or without an account for the use thereof.

(2) The causes of action and causes of suit so united must all belong to one only of these classes, must not require different places of trial, must be stated separately and, except as to paragraph (h) of subsection (1) of this section, must affect all the parties to the action.

[Amended by 1973 c.59 s.1; 1975 c.158 s.1]

16.230 [Repealed by 1975 c.158 s.6]

16.240 Reply; contents; proof under general denial. When the answer contains new matter constituting a defense or counterclaim, the plaintiff may reply to such new matter, denying generally or specifically each allegation controverted by him, or any knowledge or information thereof sufficient to form a belief; and he may allege, in ordinary and concise language, without repetition, any new matter not inconsistent with the complaint constituting a defense to such new matter in the answer; however, nothing can be proved under a general denial that could not be proved under a specific denial of the same allegation or allegations.

16.250 Demurrer to answer; demurrer and reply at same time. The plaintiff may demur to an answer containing new matter when it appears upon the face thereof that such new matter does not constitute a defense or counterclaim; or he may, for like cause, demur to one or more of such defenses or counterclaims, and reply to the residue.

DEFENDANT'S PLEADINGS

16.260 Demurrer to complaint; grounds. The defendant may demur to the complaint within the time required by law to appear and answer, when it appears upon the face thereof:

(1) That the court has no jurisdiction of the person of the defendant, or the subject of the action;

(2) That the plaintiff has not legal capacity to sue;

(3) That there is another action pending between the same parties for the same cause;

(4) That there is a defect of parties, plaintiff or defendant;

(5) That several causes of action have been improperly united;

(6) That the complaint does not state facts sufficient to constitute a cause of action; or

(7) That the action has not been commenced within the time limited by statute.

16.270 Demurrer must specify grounds; demurrer to single cause. The demurrer shall distinctly specify the grounds of objection to the complaint; unless it does so, it may be disregarded. It may be taken to the whole complaint, or to any of the alleged causes of action stated therein.

16.280 Demurrer and answer at same time. The defendant may demur to one or more of several causes of action stated in the complaint, and answer the residue.

16.290 Answer; contents. (1) When any of the matters enumerated in ORS 16.260 do not appear upon the face of the complaint, the objection may be taken by answer.

(2) The answer of the defendant shall contain:

(a) A general or specific denial of each material allegation of the complaint controverted by the defendant, or of any knowledge or information thereof sufficient to form a belief; however, nothing can be proved under a general denial that could not be proved under a specific denial of the same allegation or allegations.

(b) A statement of any new matter constituting a defense or counterclaim, in ordinary and concise language, without repetition.

(c) A statement of any matter constituting a cross-claim under ORS 16.315.

(d) A statement of any claim against a party joined under ORS 13.180.

[Amended by 1975 c.623 s.9]

16.300 [Repealed by 1975 c.158 s.6]

16.305 Counterclaims. Each defendant may set forth as many counterclaims, both legal and equitable, as he may have against the plaintiff.

[1975 c.158 s.2]

16.310 [Repealed by 1975 c.158 s.6]

16.315 Cross-claim against codefendant; rights of third-party plaintiffs and defendants. (1) In any action or suit where

Barrie

IN THE COURT OF APPEALS OF THE STATE OF OREGON

The Berman Corporation,
a corporation,

Appellant,

v. (No. 75-846)
(CA 5094)

State of Oregon, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno,

NOTED
F. B. KLABOE

Respondent.

RECEIVED
STATE HWY ENGR
MAR 23 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

* * * * * * *

Appeal from Circuit Court, Douglas County.

Don H. Sanders, Judge.

Argued and submitted February 20, 1976.

James H. Spence, P.C., Roseburg, argued the cause and filed the brief for appellant.

Al J. Laue, Assistant Attorney General, Salem, argued the cause for respondent. With him on the brief were Lee Johnson, Attorney General, W. Michael Gillette, Solicitor General, and Robert A. Holland, Assistant Attorney General, Salem.

Before Schwab, Chief Judge, and Fort and Thornton, Judges.

THORNTON, J.

Affirmed.

FILED
COURT OF APPEALS
MAR 22 1976
STATE COURT ADMINISTRATOR
By _____ Deputy

THORNTON, J.

Plaintiff appeals from the trial court's ruling which sustained defendant's demurrer to plaintiff's inverse condemnation complaint on the ground that it failed to state a cause of action. Plaintiff declined to plead further and brings this appeal.

The ultimate question for our determination is whether a businessman-property owner is entitled to compensation under Art I, § 18, Oregon Constitution, for lost profits caused by temporary interference with public access to his place of business as a result of highway construction carried on by the state.

Plaintiff operates a service station near state highway No. 1 in Douglas County. As a result of defendant State Highway Commission's doing work on several roads in the area, access to plaintiff's business was restricted. Plaintiff alleges that the restricted access caused it to lose profits of $20,342.97 for the period from July 1974 to the time this action was brought in May 1975.[1]

Plaintiff brings this action on the theory of inverse condemnation alleging that the restriction of access constitutes a "taking" within the meaning of Art I, § 18. That section provides:

> "Private property shall not be taken for public use * * * without just compensation * * * ."

The Oregon Supreme Court most recently considered the question of what constitutes a "taking" within the meaning of the above constitutional provision in Lincoln Loan v. State Hwy. Comm., 274 Or 49, 545 P2d 105 (1976). Plaintiff there alleged that the state had placed a "cloud of condemnation" over his property by its various public statements that plaintiff's property would eventually be condemned for a highway project. Plaintiff sought damages for diminution of the market value of his property as a result of the state's actions. The Supreme Court reversed the decisions of the trial court and this court and held that plaintiff's complaint stated a cause of action and was not therefore subject to demurrer.

There is considerable broad language in Lincoln Loan which, arguably at least, supports plaintiff's position. For instance:

> "This court has long been committed to the rule that 'any destruction, restriction or interruption of the common and necessary use and enjoyment of the property of a person for a public purpose constitutes a "taking" thereof.' Morrison v. Clackamas County, 141 Or 564, 568, 18 P2d 814 (1933). * * * " 274 Or at ___.

However, we are of the opinion that the factual situation before us is significantly different than that before the Supreme Court in Lincoln Loan. A major difference we perceive is that Lincoln Loan involved an alleged decrease in the market value of plaintiff's land; whereas this case involves an allegation of lost profits caused by the temporary interference with the access to plaintiff's property. There is no allegation of a diminution of market value in the case at bar. We believe this to be a significant distinction. For this reason, among others which we need not set forth here, we are of the opinion that Lincoln Loan does not apply to the facts at bar.

Earlier cases considering the authority of a governmental entity to restrict access incident to traffic control are more directly on point than is Lincoln Loan. Oregon Investment Co. v. Schrunk, 242 Or 63, 408 P2d 89 (1965); Highway Com. v. Ralston et ux, 226 Or 143, 359 P2d 529 (1961). In Schrunk plaintiff property owner operated a parking lot in Portland. The city denied him access on one of the four sides of his property while allowing access on the remaining three sides. In ruling that the alleged restriction of access did not constitute a taking within the meaning of Art I, § 18, and that plaintiff's complaint

was therefore subject to a demurrer, the court quoted Transportation Co. v. Chicago, 99 US 635, 642, 25 L Ed 336 (1879), where the United States Supreme Court stated:

> " * * * [A]cts done in the proper exercise of governmental powers, and not directly encroaching upon private property, though their consequences may impair its use, are universally held not to be a taking within the meaning of the constitutional provision. * * * "

The same conclusion is called for where there is a temporary interference with the use of a property owner's land. Highway and street construction and repair necessarily disturb traffic flows and along with it access to businesses located in the area. This cannot be avoided, and to make the state or a local public agency liable for lost profits, as urged here, would place an impossible burden upon the taxpayers.

The position we take here is in accord with the great weight of authority from other jurisdictions. 2A Nichols, Law on Eminent Domain 6-251 to 6-252, § 6.4442[2]

(3d ed rev 1975), and cases cited therein. Nichols clearly states the rule and rationale behind it to be:

> " * * * [W]hen access, though rendered difficult and inconvenient, is not wholly cut off, the owner is denied compensation. This is so even if there is such an injury to the use of the property for business purposes during the construction of the work as to materially affect the value of the leasehold interests, and this injury is due to the presence of structures in the street that would undoubtedly constitute a ground for compensation if they were maintained there permanently. This rule is hard to defend on principle. But the impossibility of constructing a subway or a sewer or of laying a water-pipe in the streets of the business section of a city without in some degree interfering with access to abutting property, and the consequent danger of a multiplicity of suits from the determination of which it might be impossible as a practical matter to exclude mere damage to business, have led the courts to reject claims of this character as a matter of public necessity."

The trial court did not err in ruling that the alleged interference did not constitute a "taking" within the meaning of Art I, § 18.

Affirmed.

FOOTNOTE

---

[1] Plaintiff makes no allegation that the state acted negligently in the manner in which it engaged in the construction work involved.

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

Memorandum

TO: SCOTT COULTER

DATE: JUNE 16, 1975

FROM: JACK L. SOLLIS

SUBJECT: DAMAGED SEWER LINE
L-6764 R-45202

748-5
994-5
9'4-K

ATTACHED PLEASE FIND A COPY OF A LETTER FROM MR. JAMES H. SPENCE, ATTORNEY FOR THE BERMAN CORPORATION.

AS YOU WILL NOTE FROM THE ATTORNEY'S LETTER AND THE LETTER FROM THE DOUGLAS COUNTY HEALTH DEPARTMENT THERE APPEARS TO BE A SANITARY PROBLEM CAUSED BY THE STATE'S CONTRACTOR WORKING IN THE AREA.

THE STATE DID AGREE TO INSTALL A SEWER LINE FROM THE CITY SEWER TO MR. BERNA'S PROPERTY AND IF THE CONTRACTOR HAS DAMAGED THE SYSTEM HE SHOULD BE REQUIRED TO REPAIR IT IMMEDIATELY.

I WOULD APPRECIATE IT IF YOU WOULD SEND THIS THROUGH PROPER CHANNELS SO THAT THIS DAMAGE MAY BE CORRECTED WITHIN THE TIME SPAN SET FORTH BY THE COUNTY HEALTH DEPARTMENT.

JLS:CLH
ATTACHMENT

Has been taken care of

6-17-75
Bud Shirley for Kenny
TAA cy H.S.C.
Due Date 6-30-75

DEPARTMENT OF JUSTICE

Memorandum

TO: SCOTT COULTER

DATE: JUNE 16, 1975

FROM: JACK L. SOLLIS

SUBJECT: DAMAGED SEWER LINE
L-6764 R-45202

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JLS:CLH
ATTACHMENT

6-17-75
Refer to
Bud Shirley ey Kenny
By H.S. Coulter
TAA ey HSC
Due Date 6-30-75

ROSEBURG REGION
RECEIVED
JUN 16 1975
DOC

cc: Baker -
Bethard going on if not possible.
Ulmer -
Let's discuss Bud

FARRELL & SPENCE
ATTORNEYS AT LAW
1243 S.E. DOUGLAS AVE.
P.O. BOX 96
ROSEBURG, OR 97470
503/672-3366

JAMES C. FARRELL
JAMES H. SPENCE

NOTED
JACK L. SOLLIS

June 11, 1975

Mr. Ken Roberts
Assistant Attorney General
and Assistant
Counsel for the State
Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Sewer line for the Berman Corporation

Dear Mr. Roberts:

Enclosed please find a copy of a letter Mr. Berna received from the Douglas County Health Department concerning the sewage problem on his property resulting from the construction by the State on the Frontage Road involved in the condemnation suit we handled.

As you recall, as part of the settlement, the State agreed to install a sewer line from the City sewer to Mr. Berna's property since it was contemplated that the condemnation would take his present sewer system.

A considerable period of time has passed since that settlement and, as you can see from the letter, the situation must be remedied immediately. Therefore, I must make demand on behalf of the Berman Corporation that the State comply with the settlement agreement and begin immediate construction of the sewer line.

Very truly yours,

FARRELL & SPENCE

James H. Spence

JHS:db

Enclosure

DOUGLAS COUNTY
HEALTH DEPARTMENT

BOX 1146 ■ 1354 S. E. DOUGLAS ■ PHONE 672-5761
ROSEBURG, OREGON 97470

FAMILY SERVICE CLINIC
PHONE 672-5760 or 672-5767

ENVIRONMENTAL SANITATION OFFICE
238 S. E. JACKSON
PHONE 672-3311 EXT. 400 - 401

May 29, 1975

Norman Berna
Berman Corporation
1631 S. W. McLain
Roseburg, Oregon 97470

Dear Mr. Berna:

This office has investigated a sewage disposal problem at the Texaco Station and mobile home located across from the Douglas County Fairgrounds. It is our understanding that you are the owner of this property.

A field visit on May 2, 1975 revealed the possibility that the drainfield had been damaged by earth-moving equipment when the cut bank below the mobile home was cut. A yellow-green dye was flushed down the toilet at the service station to determine if the septic system was damaged.

A second visit to the property was made on May 6, 1975. At that time yellow-green dye was observed to be flowing from the cut bank onto the ground below.

Because of the long-standing nature of this failure, we must require that you take whatever action is necessary to eliminate this problem within two weeks after receipt of this letter.

Failure to comply with this request will necessitate our referral of this matter to the Department of Environmental Quality for appropriate action to gain compliance.

Should you have any questions, please feel free to contact this office.

Sincerely,

James K. Gray, M.D., Health Officer
Douglas County Health Department

By Sherman O Olson Jr.

Sherman O. Olson, Jr., R.S., Sanitarian

SOO/vb
cc: Planning Dept.
Building Dept.

COER
X BERMAN COR P. A/W

Roseburg, Oregon
July 17, 1975

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis Jordan

Re: Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
Contract 8003

Dear Mr. Jordan:

The excavation of the P2 line and approach to adjacent property at station 16+60 has damaged the drain field for the septic tank to the Texaco service station.

You are hereby directed to pump the septic tank to prevent sewage from draining onto the roadway.

Sincerely,

Alfred W. Bates,
Resident Engineer

cc: Region
Construction

CON 5 CORR
X R/W FILE 45202

Roseburg, Oregon
June 23, 1975

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis Jordan

Re: Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
Contract 8003

Dear Mr. Jordan:

The drain field drain from the Texaco service station at the Fairgrounds Interchange was cut last fall and we now have a complaint from the Douglas County Health Department.

The complaint is due to the above mentioned drain field.

The sanitary sewer from the City of Roseburg sanitary sewer to the manhole at FR station 16+60 must be completed by July 1, 1975.

Sincerely,

Alfred W. Bates,
Resident Engineer

cc: Region
Construction

CON 5

Roseburg, Oregon
April 11, 1975

Alfred W. Bates,
Resident Engineer

Jack L. Sollis,
Asst. Attorney General

Mt. Nebo Project
Texaco Service Access,
Fairgrounds Intr.

The construction on I-5 has required some construction near the Texaco station. The interchange has never been closed during highway construction. Traffic was controlled by flagmen during construction. The entrance to the service station was closed approximately 45 minutes by the Oregon Water Corporation during the re-location of their water line.

The contractor on the project has been hauling material from excavations to the Fairgrounds through this interchange. The haul to the Fairgrounds started September 25, 1974 and has continued to date. The haul is usually five days per week and varies from eight to nine hours per day.

The haul road remains in reasonable condition 90% of the time. At periods of extremely heavy rains the surface of the road becomes muddy, but is firm and covered with crushed rock.

The period to September 25th would have been no worse than any normal construction.

This station was able to obtain gasoline during the extreme shortage and sold their quota on a first come basis. They did have long lines at this time. The station had been closed for long periods before the shortage period.

It would be possible to locate witnesses that have stopped at this station and been unable to obtain service because they could not locate the operator even though the station was open and unlocked.

I do not believe the highway construction has affected this station's sales of gasoline and supplies.

Enclosed are two pictures taken before construction started and seven pictures of the existing situation.

cc: Alfred Shirley, Jr.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(77)124
Garden Valley Rd.-Fairgrounds Rd. Sec.
Berman Corporation, File 45202 (L-6764)

DATE: March 19, 1975

In reply refer to: 1041RW

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Right of Way Engineer Boyd's letter of February 7 indicated that the State will assume responsibility for damages that might arise out of the encroachment that has been permitted or out of the cancellation of the encroachment by the State. Based upon this information and the appraiser's consideration of the matter Federal funds will participate in our pro rata share of the stipulated judgment of $12,200. Federal funds will not participate in any further damages due to the encroachment.

This settlement should not become a precedent to allow future encroachments on the Federal highway system. Paragraph 4 of Federal-Aid Manual Volume 7, Chapter 2, Section 2 clearly indicates that right of way shall be reserved free from all public and private encroachments.

G. L. Green

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~100 STATE POWER BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

211 State Highway Building

March 18, 1975

Mr. James H. Spence
Attorney at Law
1243 S.E. Douglas Avenue
Roseburg, OR 97470

904 K

Re: Damage Complaint - The Berman Corporation

Dear Mr. Spence

In reply to your letter of March 11, 1975, addressed to the State of Oregon, State Highway Commission, please be advised the matter is being investigated and you will be contacted as soon as the investigation is complete.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act

NOTED
MARIE STEPHENS

FARRELL & SPENCE
ATTORNEYS AT LAW
1243 S.E. DOUGLAS AVE.
P.O. BOX 96
ROSEBURG, OR 97470
503/672-3366

JAMES C. FARRELL
JAMES H. SPENCE

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RECEIVED
MAR 13 1975
LEGAL

March 11, 1975

State of Oregon
State Highway Commission
135 State Highway Building
Salem, Oregon 97310

Re: The Berman Corporation

Gentlemen:

I have been retained by The Berman Corporation to represent it concerning interference with its operation of a Texaco service station near the Fairgrounds interchange off Interstate 5 near Roseburg.

That interchange is being used by the State in hauling materials from the Mt. Nebo project to straighten the freeway at that point. The constant use of that interchange by your trucks and other equipment has prevented customers from having adequate access to my clients place of business. As a result, his gas sales since July, 1974, through February, 1975, have decreased by a total of 65,742 gallons compared to the same period last year. The normal profit to the business is 12¢ per gallon, so that the total income lost during that period has been $7,889.04, not including losses from sales of products and services. The operating expenses have not materially decreased. In fact, they may have increased due to being open longer hours in an effort to bring in enough income to survive.

Pursuant to ORS 30.275, demand is hereby made upon you for reimbursement to my client of his damages in the amount of $7,889.04. Demand is further made that, if possible, you make some arrangements to rectify the situation so that the station will be able to stay in business and retain its gasoline allotment.

Very truly yours,

FARRELL & SPENCE

James H. Spence

JHS:db

FARRELL & SPENCE
ATTORNEYS AT LAW
1243 S.E. DOUGLAS AVE.
P.O. BOX 96
ROSEBURG, OR 97470
503/672-3366

JAMES C. FARRELL
JAMES H. SPENCE

ENGR.
MAR 12'75
REFER TO
Bourne
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 13 1975
LEGAL

March 11, 1975

State of Oregon
State Highway Commission
135 State Highway Building
Salem, Oregon 97310

Re: The Berman Corporation

Gentlemen:

I have been retained by The Berman Corporation to represent it concerning interference with its operation of a Texaco service station near the Fairgrounds interchange off Interstate 5 near Roseburg.

That interchange is being used by the State in hauling materials from the Mt. Nebo project to straighten the freeway at that point. The constant use of that interchange by your trucks and other equipment has prevented customers from having adequate access to my clients place of business. As a result, his gas sales since July, 1974, through February, 1975, have decreased by a total of 65,742 gallons compared to the same period last year. The normal profit to the business is 12¢ per gallon, so that the total income lost during that period has been $7,889.04, not including losses from sales of products and services. The operating expenses have not materially decreased. In fact, they may have increased due to being open longer hours in an effort to bring in enough income to survive.

Pursuant to ORS 30.275, demand is hereby made upon you for reimbursement to my client of his damages in the amount of $7,889.04. Demand is further made that, if possible, you make some arrangements to rectify the situation so that the station will be able to stay in business and retain its gasoline allotment.

Very truly yours,

FARRELL & SPENCE

James H. Spence

JHS:db

+36.05 P.S.C.

Bermon Corp
309-361

45202 ①

J & H. Smith
428-927

T & A Cisco
435-319

I & S. Cardiff
435-321

A&S. Weston
392-849

45201

0.44 Ac. ± R1

0.9 Ac. ± R1

Standard Oil Co Lease
350-905

45202

0.34 Ac. ±

C. Lueilen (Deceased)
421-304

45203

0.55 Ac. ± R1

0.08 Ac. ±

"FR" 14+92.40 P.R.C.

"FR" 19+10.11 P.C.C.

"FR" 7° C.R.
Δ = 29°14'22"
T = 213.51
L = 417.71

"FR" 13+72.82 P.C.
"FR" 65' R.C.L.
Δ = 105°19'06"
T = 85.19
D = 88°47'38"
L = 119.48'

"U" 26+12.63 P.O.T.

S 88°21'10" E

340'

300'

200'

2615

2610

155'

230'

130'

225'

200'

"FR" 17+05.91 P.I.

"U" 26+74.31 P.O.T. = 2613+41.95 P.O.C.

Vacated
443-656

45199

0.28 Ac. ± Lt.

H & C Hoos
369-177

369-180

F. Brown
352-358

+36.05

+00

20+00

Vacated
443-656

H & E. Haas
369-177

0.28 Ac ± Lt.
45199

Retaining Wall

12'

Lt. 8

130

105'

+00

155'

2610

230'

2615

1"FR 2" 17+05.91 P.I.

200'

2613+41.95 P.O.C. =
"U" 2614+74.31 P.O.T.

200'

S 88°12'10" E

300'

"U" 2612+78.82 P.O.T.
"FR 2" 13+72.92 P.C.
"FR 2"
65' R.C.L.
Δ = 105°19'06"
T = 85.19
D = 88°14'38"
L = 119.48'

300'

340'

15'

30'

+00

20'

Berman Corp.
309-361

45202 ①

45201
0.44 Ac ± Rt.

RH

×90

45202 ①
0.34 Ac ± Rt.

2

0.08 Ac ±

45203
0.55 Ac ± Rt.

access & frontage & road Lt.

C. Luellen et al
421-304

Standard Oil Co. Lease
350-905

Serv. Sta.

I. & S. Cardiff
435-321

access Easement
A. & S. Weston
392-849

T. & A. Cisco
435-319

J. & H. Smith
428-927

×75

RH

Except 9 Ac. ± Rt. of FR 15+80

×80

"FR 2"
7° CR
Δ = 29°14'22"
T = 213.51
L = 417.71

"FR 2" 14+92.40 P.R.C.

"FR 2" 19+10.11 P.C.C.

+36.05 P.I.?

P.I. 450

Berman Co
309-361

FR Line X-Sections Herman Terrace Farms

FR 16+75 — 18+00

NOT FILMED
ORIGINAL IN
FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 7, 1975

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO: G. L. Green, Division Engineer
Federal Highway Administration

/s/ J. B. Boyd

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: File 45202 (L-6764) - Berman Corporation
Garden Valley Rd.-Fairgrounds Rd. Sec.
Oregon Project I-5-3(77)124
FA Manual Vol 7, Chap. 2, Sec. 2, Par 4

er to your letter of January 23, 1975, letter No. 1041RW.

has contacted Mr. Laurence A. Holt, the appraiser on and asked as you requested his opinion as to whether order allowing the encroachment by subject business upo tate right of way would in any way affect his opinion of v ch was $10,670. The attached letter from him states that h dy considered this possibility and there is no affect value in his appraisal.

You furth uested that the State assume any responsibility for damages th ht arise out of the encroachment that has been permitted or of the cancellation of the encroachment by the State. You ma e assured that we would not expect the Federal Highway Admini ation to participate in these damages.

Having answered th questions you have asked, we assume now that this file is fully participating and would hope that you would so notify us.

RECEIVED
STATE HWY ENGR
FEB 10'75
REFER TO
FOR
Info. Inves. R-D D-R Sign Act. File

RFS/bdr

cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog
M. R. Mitchell

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 23, 1975

In reply refer to: 1041RW

SUBJECT: Oregon Project I-5-3(77)124
Garden Valley Rd - Fairgrounds Rd Sec
Berman Corporation, File 45202 (L-6764)
FA Manual Vol 7, Chap 2, Sec 2, Par 4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject case was settled by the State's Legal section by stipulated judgment which states in part ". . . except that it is understood that in the normal use of defendants remaining property it will, on occasion, be necessary for vehicles receiving service at defendant's gas pumps as now located to protrude onto the area designated as the approach access area which is situated in the new relocated right of way therefore if the plaintiff prohibits the protrusion for services of vehicles in the approach access area defendants shall have a right to seek additional damages resulting from that prohibition."

It is the intent of Paragraph 4 of the above mentioned FA Manual that under most circumstances right of way shall be acquired in unlimited vertical dimension and that the right of way shall be preserved free from all public and private encroachments. We believe this is good policy and should be adhered to except in unusual circumstances. Before this settlement is coded participating for Federal-aid purposes the State's file must be documented with a statement from the State's appraiser that the encroachment permitted by the judgment order does not substantially affect the value estimate of $10,670. In addition, the State must assume the responsibility for any damages that might arise out of the encroachment that has been permitted.

G. L. Green

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR
Init. Inves. R/D D.R. Sign A.I.

cc:
OSHD (M. Mitchell)
OSHD (J. Sollis)
Region (10RC)
OSHD (J. Boyd)

GEORGE LUOMA
DONALD S. KELLEY
WARREN A. WOODRUFF
WILLIAM C. WOLKE

LAW OFFICES
LUOMA, KELLEY, WOODRUFF & WOLKE
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 937
ROSEBURG, OREGON 97470

TELEPHONE 672-5544
AREA CODE 503

July 1, 1974

Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: State of Oregon vs. Berman Corporation, et al

Gentlemen:

Would you please sign the enclosed stipulation and return the same to me and I will have Berman Corporation's attorney sign the same and withdraw said funds from the Court, after which you may dismiss me as a party defendant in said proceedings.

I enclose herewith a Xerox copy of letter written by Berman Corporation's attorney to this effect.

Upon the Judge signing the Order I will send one certified copy to you for your records.

Very truly yours,

LUOMA, KELLEY, WOODRUFF & WOLKE

Donald S. Kelley

DSK/aab
Encl.

FARRELL & SPENCE
ATTORNEYS AT LAW
1243 S.E. DOUGLAS AVE.
P.O. BOX 98
ROSEBURG, OR 97470
503/672-3366

JAMES C. FARRELL
JAMES H. SPENCE

June 28, 1974

Mr. Donald Kelley
Attorney at Law
Luoma, Kelley, Woodruff & Wolke
P.O. Box 937
Roseburg, Oregon 97470

Re: Berman Corporation

Dear Mr. Kelley:

Mr. Sollis of the State Highway Commission has indicated that they would be agreeable to you withdrawing from the $10,400.00 which has been paid into Court on the condemnation suit against the Berman Corporation a sum sufficient to pay your mortgage for attorney fees. You may be able to withdraw those funds by an ex parte order. However, if a stipulation is necessary, I could sign on behalf of Berman Corporation and Mr. Sollis would sign on behalf of the State. None of the other defendants have made appearances.

Upon withdrawing those funds and entering a satisfaction of the mortgage, the plaintiff would dismiss you from the case.

Very truly yours,

FARRELL & SPENCE

James H. Spence

JHS/cm

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, Plaintiff, vs. BERMAN CORPORATION, et al, Defendants.	No. 38531 ORDER

Upon the stipulation of plaintiff and defendant Berman Corporation and defendant Donald S. Kelley

IT IS HEREBY ORDERED that the Clerk of the above entitled Court pay to the said Donald S. Kelley from the sums tendered into Court by the plaintiff the sum of $560.00, plus interest of $352.80, plus the further sum of $12.40 costs of filing fee, totaling $925.20, and upon payment of said sums to the said defendant Donald S. Kelley, that defendant Donald S. Kelley be dismissed as a party to said proceedings.

Dated this_____day of July, 1974.

_____
Circuit Judge

IT IS SO STIPULATED:

STATE OF OREGON, by and through its State Highway Commission

By_____

BERMAN CORPORATION, an Oregon corporation

By_____

_____
Donald S. Kelley

LUOMA, KELLEY, WOODRUFF &
SUITE 206 PROFESSIONAL CENTER
POST OFFICE BOX 837
ROSEBURG, OREGON 97470
TELEPHONE (503) 672-5544

#8103

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-3(95)124
STATE PROJECT NO.
Garden Valley Blvd-Fairgrounds

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-775

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe,
Administrator & State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 20 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/1/74	4/26/76	Interstate Route 5

STATE ROUTE NUMBER
Primary Route 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Pacific Power & Light Company's powerline adjustment effective 4/26/76. Reimbursement on an actual cost basis estimated to be $1,884, Federal funds $1,739 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
Our program memorandum dated 2/28/74 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the Pacific Power & Light Co. consisting of your Resident Engineer's letter, the Pacific Power & Light Co's 4/15/76 letter and the plans and estimate furnished by Mr. Cartwright's 5/4/76 letter.

The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/14/76	G. K. Hoesmer	for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE

8003

D/R	
Sign	
Act	
File	

FOR [illegible]

REFER TO 10,76

RECEIVED [illegible]

2-20-76
Date

1. Name: Mr. & Mrs. Richard & Lenaline D. Peterson

2. Address: 125 S 6th Tooele

3. Telephone: 882-3572

4. Identification of damaged property, including:

(a) Address and Location:
125 S 6th Tooele across the Tooele River 150 yard East of Loading.

(b) Name(s) and address of owner(s) of property: Mr. & Mrs. Richard Peterson
125 S 6th Tooele

(c) Length of time you owned/occupied the premises: Nov 10-1964

(d) Name(s) and address(es) of prior owner(s):

(e) Approximate distance of property from Mt. Nebo:

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

(a) Nature, location and extent of damage:

(b) Dates and times damage occurred:

(c) Condition of damaged property prior to the dates mentioned in 5(b) above: The upstairs in good condition. Lower half main floor all newly painted & new rugs & flooring covered. In March 1974 from flood. Now needs repairs & rugs obtained from dust settling in from flood.

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:

March 1974

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):

Prior damage from flood #745 by insurance. The paid #[illegible] for repair in 1974. Flood damage 1975 required repairs by Industry & Indemnity #58 damage from flooding #3[illegible] repair damage pay #2[illegible]

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:

[illegible] damage from flood.

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.)

[illegible]

7. Any other comments you wish to make:

[illegible]

Dated: _____ _____

Witnesses _____ _____
Signature(s)

_____

4005

FORM 81 7 14-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
April 13, 1976

FROM: Warren Richards
Construction Office Engineer

TO: Mary Deits
Assistant Attorney General

SUBJECT: Off Site Fabrication
Concrete Barriers
4-10 Logging, Inc.
Contracts 8003, 8184, 8189, 8251

4-10 Logging, Inc. is furnishing concrete barriers to the subject projects in the Roseburg area. We have withheld funds on most of these projects due to the failure of the contractor to submit a subcontract and payrolls for this work or proof that the fabricator is a material supplier not subject to the wage rates listed in the contract special provisions.

The contractor, S. D. Spencer and Son, claims that the work is not covered by the contract wage rates as the fabricator is recognized as a supplier by a union labor agreement. The contractor, in a September 30, 1975 letter by Otis Jordon, also mentions sales to a Fairboard and individuals, availability of product to the public and prior business in supplying materials. The only proof supplied to substantiate the contractor's claim is a copy of the union labor agreement.

The contractor feels that the union recognition is satisfactory proof that the contract wages do not apply. This does not appear to agree with the Required Contract Provisions, All Federal-aid Construction Contracts which are included in each of the subject contracts. Section IV of those provisions refers to "wage rates not less than those contained in the wage determination ... which is attached hereto ... regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics ...". The union agreement provides for a lower wage than the contract wage determinations.

Please review the enclosed correspondence and agreement to see if you feel it is sufficient to establish that the fabricator is a materialman not subject to the contract wage rates. We would appreciate an early response as the contractor has threatened to take legal action to obtain the funds withheld which amounts to 10% of the value of the barriers.

The contractor alleges that we are in breach of the contracts by unjustly withholding the funds. They also have questioned the need for the withholdings as they have furnished a performance bond and we are already retaining five percent of the funds in the normal manner.

WR:mk

Attach: Labor agreement; Form PR-1273; Otis Jordon's letters dated 9/26/75, 9/30/75 & 3/15/76; J. X. Wilson letter of 3/19/76; Vern Shull's letters of 9/24/75 & 10/2/75; Warren Richard's letter of 9/18/75.

cc: H. S. Coulter
Jack Sollis
J. X. Wilson
Alfred Bates
Vern Shull
Curt Duval

RECEIVED

H 8113

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~108 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

March 16, 1976

Chubb/Pacific Indemnity Group
Lloyd Building
700 N.E. Multnomah
Portland, OR 97232

Attention: Bob Holman

RE: Claimant: Albert M. Reynolds
DOA: 1974 - 1975
Your File No.
Our File No. CLC-75-167
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

X Report of loss from claimant.
_____ Report of Highway Personnel concerning above loss.
_____ Supplemental report of Highway Personnel concerning above loss.
_____ Notice of claim from claimant's insurance company.
_____ Notice of impending legal action.
_____ Summons and Complaint served on _____
_____ Miscellaneous _____

By presenting a copy of this letter, you and your authorized personnel may interview Highway Division Personnel and secure any necessary information or documents from them.

Very truly yours

LEE JOHNSON
Attorney General

RECEIVED
MAR 16 1976
Office of
Assistant State Highway Engineer

Jack L. Sollis
Assistant Attorney General

NOTED
H.S. COULTER

JLS:clh
Enclosure

cc H. S. Coulter

8003

S. D. Spencer and son - claim no. 73-690 N.F.

March 11, 1976
Date

1. Name: Albert M. Reynolds
2. Address: 765 W. Altamont St. Roseburg, Ore. 97470
3. Telephone: 672-5085
4. Identification of damaged property, including:

   (a) Address and Location:
   765 W. Altamont St. Roseburg, Ore.
   (2 blocks south of Harvard Ave. - near base of Mt. Nebo)

   (b) Name(s) and address of owner(s) of property:
   Albert M. Reynolds
   Edith E. Reynolds - (formerly Edith E. Kemp)

   (c) Length of time you owned/occupied the premises:
   Albert Reynolds - since 1966
   Edith E. (Kemp) Reynolds - since 1951

   (d) Name(s) and address(es) of prior owner(s):
   L. L. Bailey — address unknown
   Nettie O. Bailey - " "

   (e) Approximate distance of property from Mt. Nebo:
   Approximately 134 ft from base of mt.

RECEIVED
STATE HWY ENGR
MAR 15 '76
REFER TO
Info. | Inves. | R/D | D/R | Sign | Act | File

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

   (a) Nature, location and extent of damage:
   Numerous cracks in concrete driveway - one crack in foundation of house - several cracked bricks in brick planter - one crack in garage floor -

NOTED
H.S. COULTER

RECEIVED
MAR 15 1976
Office of
Assistant State Highway Engineer

   (b) Dates and times damage occurred:
   Cracks in driveway started to be noticed in early summer of 1975, and have kept getting larger continually.

(c) Condition of damaged property prior to the dates mentioned in 5(b) above:

No crack noticed in garage floor until Summer of 1975 – no cracks in foundation of house or brick planter – one hair-line crack in driveway when fresh cement was curing – 1970.

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:

no repair done

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:

no –

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.)

We base our claim on the fact that our concrete driveway was in good condition until the Mt. Nebo blasting was in progress.

7. Any other comments you wish to make:

we do feel the ground shocks of each blast in this area.

Dated: March 11, 1976

Witnesses Edward Smith

Walter Knight

Walter Reynolds

Edith E. Reynolds

Signature(s)

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

February 27, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

NOTED
E. S. HUNTF

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 735611
Claimant: Albert M. Reynolds

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 765 W. Altamont, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

RECEIVED
STATE HWY ENGR
MAR 2'76
REF. R. TO
Dollie
FOR
Insp. | R.D. | D.R. | Sign | Act | File

cy Coulter
Keasey
Files

AREA•CODES - VANCOUVER 206, PORTLAND [illegible]

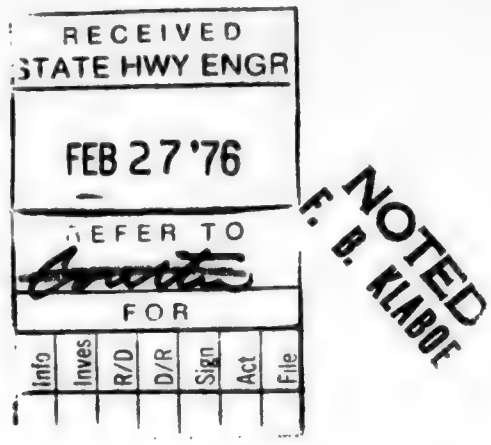
EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

February 26, 1976



Mr. Alfred Shirley, Jr.
Regional Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Re: Contract No. 8003

Dear Mr. Shirley:

This is to acknowledge and thank you for yours of February 20, 1976.

An obvious question arises concerning your comments: What is the completion time called for under the terms of the contract inclusive of changes, failures and extra work?

While we have not received a time extension nor have we requested a specific time extension, there has been a tacit understanding that more time to complete the project was available as a result of the delays occasioned by the Jackson vs. Brinegar suit and the consequential change in waste sites. To date, the estimated cost of the project is 40% above the original contract. To date, there have been approximately seventy change orders and seventeen extra work orders. To date, design has not been completed on the bike path section between stations 2560+00 to 2605+00.

Therefore, an adjustment in contract time is clearly justified.

Wherefore, in keeping with our expressed willingness and commitment to Mr. Fred Klaboe and Mr. Alfred Bates to keep the project moving and not be quilty of calculated obstructionism, we have not asked for a time adjustment or

...rsion until we foresaw it was absolutely necessary. ...resent, we are still hopeful and working toward ...pleting the project within the original time specified.

...owever, and due to the above, in no way can I perceive ...ng a work schedule that will commit us to a timetable.

Sincerely,

S. D. Spencer & Son

By Otis Jordan

OJ/jlw

cc: Vancouver
Mr. Carrol Keasey
Mr. Alfred Bates
Mr. Curtis Duval
Mr. Fred Klaboe

8003

February 17, 1976

Mr. Norman L. Lindstedt
Lindstedt & Buono
540 Harrison Square
1800 S.W. First Avenue
Portland, Oregon 97201

Re: Garden Valley Road-Fairgrounds
Interchange

Dear Mr. Lindstedt:

In response to your request of February 11, 1976, I am enclosing copies of the draft and final environmental statements, and copies of the draft and final supplemental statements for the subject project.

1175 S

Please note that the final environmental statement is a xerox copy, since our printed supply has been exhausted.

There is no charge for the documents.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:ss

Enclosures

bc: R. L. Schroeder
Walt Barrie
A. Shirley, Jr.

LINDSTEDT & BUONO
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

540 HARRISON SQUARE
1800 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

February 11, 1976

Oregon State Highway Division

Salem, OR 97301

Re: Garden Valley Road-Fairgrounds Interchange
Pacific Highway I-5 - Douglas County

Gentlemen:

Please forward to this office copies of the various Environmental Impact Studies and Statements which have issued with regard to the above project. We understand that there were at least two studies, an original and a supplemental.

Thank you for forwarding these to this office and the undersigned. We will pay your costs promptly upon receipt of your statement for charges for such copies.

Very truly yours,

LINDSTEDT & BUONO

Norman L. Lindstedt

NLL:sjc
cc: Mr. Donald A. Buss

FEB 12 '76

8003

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1976

Mr. and Mrs. Dwight Ehrensing
661 N. E. Meadow
Roseburg, Oregon 97470

Dear Mr. and Mrs. Ehrensing:

The rough pavement condition on the freeway between Garden Valley Boulevard and Harvard Avenue is only temporary.

Since improvement work must be done under traffic, staging of construction is necessary. Traffic is currently traveling on the newly widened portion which is unfinished. When the westerly side is completed, finish paving will be done, which will eliminate the bumps on and off the new structures.

Please bear with us a little longer. I am sure you will find the finished product far superior to the previous roadway both from convenience and safety standpoints.

Regarding Senate Bill 1, attached is a copy of a summary of this measure prepared by the Motor Vehicles Division.

The Oregon Driver's Manual is currently being revised to reflect changes made by this legislation. It is anticipated that the mew manual will be available about the middle of May.

I have also asked the Motor Vehicles Division to mail you a copy of the 1975 Supplement to the Oregon Motor Vehicle Laws which contains the complete text of this measure.

Sincerely,

Governor

RWS:wsb

Attachment

bcc Department of Transportation
(F. B. Klaboe - Ext. 6516)

FEB 12 '76

COPY

SUMMARY OF 1975 MOTOR VEHICLE LEGISLATION
July 1, 1975

SENATE BILLS

SB 1 -- Enacts new substantive and procedural provisions governing motor vehicles, bicycles, motorcycles and pedestrians to bring rules of the road into closer conformity with the Uniform Vehicle Code and standardizes form and style of provisions. Makes provisions applicable to federal lands; permits variations in certain circumstances. Abolishes criminal penalties for most traffic offenses, creates four classes of traffic infractions (A, B, C, and D) and establishes fine for each class. Retains criminal penalties for certain serious traffic offenses such as reckless driving, careless driving, driving while suspended or revoked, hit and run which results in death or injury, and fleeing or attempting to elude a police officer. Makes first offense of driving under the influence of intoxicants a Class A traffic infraction but provides for prosecution as a Class A misdemeanor if the defendant has had a prior Class A infraction or traffic crime within the preceding five years. Increases authority of traffic courts to suspend or place limitations on a driver's license or to order participation in a driver improvement or rehabilitative program. Defines driving while under the influence to include driving with .10 percent or more blood alcohol content. Applies provisions relating to serious traffic offenses to "premises open to general public for use of motor vehicles." Requires minimum seven-day period prior to beginning trial for traffic infraction unless defendant waives such period. Complete summary of SB 1 will be prepared and distributed at a later date. Measure becomes operative July 1, 1976 except for Sections 25 and 189, which took effect on passage. Section 25 requires vehicles with a gross weight of more than 8,000 pounds, a camper or a vehicle with a trailer to use the right lane of all roads with two or more lanes for traffic proceeding in a single direction except when legally passing and overtaking another vehicle, when preparing to turn left, or when reasonably necessary in response to emergency conditions. Intent is to make inoperative immediately 483.305(1). Section 189 deals with registration of vehicles with farm plates.

004493

Please prepare draft reply
for Governor's signature
by 2-10
Thank you.

Dwight Ehrensing
661 NE Meadow
Roseburg, OR 97470

January 25, 1976

Governor Bob Straub
Office of the Governor
Capitol Building
Salem, OR 97310

P E R S O N A L

RECEIVED
JAN 28 1976
Governor's Office

Dear Bob:

How come we the people have to pay for the mistakes being made on Mt. Nebo? You should drive your car across that mess just once and think about what it would be like to drive it every day. They have a sign there that reads BUMP and you had better believe what it says. There are a least ten (10) bumps that jar your teeth on the short stretch between Garden Valley and Harvard Blvd.

We hear quite a bit about Senate Bill One but it seems that no one has any specific information. Please enlighten us on the matter.

Thank you.

Sincerely,

Dwight Ehrensing

Bettie Ehrensing

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
OFFICE

8002

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(95)124

STATE PROJECT NO.: See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-775

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
Gibson

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-1-74	1-26-74	Interstate Route 5
		STATE ROUTE NUMBER: Pacific Hwy Rt. 1

GENERAL LOCATION:

"Garden Valley Rd - Fairgrounds Section"

GENERAL DESCRIPTION OF WORK:

Continuation of vibration measurement study at designated sites along contractor's haul route.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-22-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under supplement to State Force Order No. 8 in the estimated amount of $6,520 - Federal Funds $6,013.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-9-76	R. K. Hansen Deputy Engineer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8-Supplem

Date December 22, 19

Project Name Garden Valley Rd.-Fairgrounds Intr. Contract No. 8003 F. A. Project No. I-5-

Highway Pacific Prefix 610-1044 Account No. 283

County Douglas

Description of Work To Be Done:

Vibration Measurement Study at designated sites along contractor's haul route. Add locations for Vibration Study of blasting work.

APPROVED EFFECTIVE DATE 11/26/74
Contingent upon modification of project agreement if additional funds are required.
BY W. K. Hosmer
W. K. Hosmer
TITLE Dist. Engineer
DATE 2/9/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

See attached sketch.

Estimate of Quantities and Costs:

	TOTAL	Added Work	S.F.O. 8,
Labor and benefits	$9,035.00	$4,600.00	$4,435
Equipment	2,800.00	1,500.00	1,300
Materials and supplies	1,160.00	420.00	740
	$12,995.00	$6,520.00	$6,475

Explanation:

To determine operational levels of ground vibration from heavy construction vehicles. To determine vibration from blasting operations.
Work under this order is not to exceed $12,995.00

INSTRUCTIONS.

Submit a separate order for each piece of kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$14,578,325.00
Present estimate of project cost, including $ 12,995.00 for work under this order	$14,618,995.18
Expected ~~XXXXXXXX~~ over-run (amount)	$ 40,670.18
Expected ~~XXXXXXXX~~ over-run (per cent)	.3

Space to right of this line is for use of Salem office

Submitted by: Alfred M. Bates
Resident Engineer

Approval Recommended: J. X. Wilson
Division Engineer

Approval Recommended:
Construction Engineer
Bridge Engineer

Approved:
Assistant State Highway Engineer
Chief Engineer
State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
Bobbie
FOR

NOTED
E. S. HUNTER

Roseburg, Oregon
Jan 29 1976

by Courtesy
Highway
Dept

State of Oregon
State Highway Commission
Salem, Oregon 97310

Gentlemen:

We have been in contact with Industrial Claims Service of Portland regarding damage to our house, caused by the blasting on the Mt. Nebo job by S.D.Spencer and Son. They have suggested that we also contact your office regarding our claim.

Our home is located at 342 West Chapman Street in Roseburg and is about 3 blocks from where the heavy blasting took place on the Mt. Nebo work. I cannot tell you the exact date of the blasting in question but after one of the heavy charges was set off our house suffered considerable damage.

The plaster in the wall of our dining room showed a large bulge due to the lathe and plaster being forced out against the wall paper (Grass cloth). It is impossible to match the grass cloth so that it can be repaired without papering both the dining room and the living room with new materiel. There were also cracks that appeared in the tile on the face of our fireplace that will have to be replaced.

We have had a paper and painter contractor look over the damage and give us an estimate of making the needed repairs. The contractors name is Larry Sawyer of 3046 N.E.Johnson St., Roseburg and his estimate is in the amount of $1685.00

We have given you the above information at the request of the Industrial claimes Service

Chester C. Morgan
342 West Chapman
Roseburg, Oregon

Very yruly yours

Chester C. Morgan

ES H

800

Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733496
Claimant: Chester C. Morgan

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

P.S. Enclosed is the claimant's letter to us of April 23, 1975.

RECEIVED
STATE HWY ENGR
DEC 2'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Au | File

Roseburg Book & Stationery Co.

P. O. BOX 1367 549 S. E. JACKSON ST.
ROSEBURG, OREGON 97470

RECEIVED
APR 24 1975

April 23 1975

Mr. John Lorenz
Industrial Claim Service
One S.W.Columbia St. Room 660
Portland, Oregon 9720k

Gentlemen:

We have been informed that you are taking care of adjustments of claims against S.D.Spencer and Sons for blasting Damage.

We have had considerable damage to our home during some of the heavy blasts. One place has bulged the plastering out about an inch and in another room the ceiling now shows several cracks

These things showed up after one afternoon when there had been an exceptionally heavy blast and could not have been caused by any other means

My residence is at 342 West Chapman Street which is on the west side of the river in Laurelwood addition.

Of course, we do not to have anything taken care of immediately as long as there may be more blasting but we do want to get our complaint on file with you

Very truly yours

Chester C. Morgan

Chester C. Morgan
342 West Chapman St.
Roseburg, Oregon 97470

#2003 1-5 L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 20, 1976

FILE: LOC 17

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Fairgrounds Rd.-Roberts Cr.
Pacific Highway
Douglas County

TO: Frank E. Terpin
Final Design Engineer

OCIPK
#9363
#9363

Attached is a lease agreement and price agreement for stockpiling aggregates from Mt. Nebo on Bryden property for future highway construction. It is our intention to use these stockpiled materials on the subject section as well as the Roberts Cr.-So. Dillard Intch. Sec.

As indicated on P.A. #32, ample aggregates will be available for use on the subject project.

JA/cw
Attach.

copy
copy
copy

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 3, 1975

Mr. and Mrs. Clifford M. Bryden
1058 S. E. Kane
Roseburg, Oregon 97470

File 48611
Garden Valley Rd.-Fairgrounds Rd.
Pacific Highway
Douglas County

Dear Mr. and Mrs. Bryden:

This is to advise that we now have approval of the ground lease for the property lying in Lots 17 and 18 and part of 19 between the old and new highways.

Under the terms of this lease, the consideration for the first year from April 1, 1975, to April 1, 1976, will be the preparation of the eight acre site. The two following years rent will be $5,000 each. After April 1, 1977, the State shall have the option to renew the lease for a further three year period on the same terms.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

AE
mp

cc: A. Shirley, Jr., w/c lease
Virgil Wilson
Maintenance Section

cc: A.W. Botter
Sentaw

ENGINEER
1975

FORM 81.734-3030

File

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 3, 1975

FILE: ROW 12

FROM: J. E. Christopherson
J. E. CHRISTOPHERSON
Regional Office Engineer

TO: A. W. Bates
Resident Engineer

SUBJECT: R/W Access Control and Obligation Forms E-300

Attached is an Access Control and Obligation Form E-300 for the following parcel:

R/W FILE NO.	OWNER	PROJECT OR SECTION
48611	Clifford & Shirley Bryden	Garden Valley Rd.-Fairgrounds Pacific Highway Douglas Co.

Upon completion of the State's obligations, sign the form as completed, date and return to this office for further distribution.

cw

5-23-75

Highway Division
File: 48611

GROUND LEASE

THIS INDENTURE, made this 2nd day of June, 1975, by and between Clifford M. and Shirley V. Bryden, 1058 SE Kane, Roseburg, Oregon 97470, hereinafter called "Lessor" and the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State",

WITNESSETH:

That Lessor, for and in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by State, its officers, agents, representatives, successors and/or assigns has leased and does hereby lease and let unto State all that tract or parcel of land situated in Douglas County, State of Oregon, more particularly described as follows, to wit:

All of Lots 17 and 18 and part of Lot 19 lying west of Old Highway 99, Boggs Orchard Tracts in the NE of SE of Sec 2 T28S R6W and being 8.0 acres.

TO HAVE AND TO HOLD the said premises, with the appurtenances, unto State, its officers, agents, representatives, successors and/or assigns from the 1st day of April, 1975, for and during and until the 1st day of April, 1978, it being intended that this lease shall cover a period of 3 years upon the payment by State of rent therefor as hereinafter stated, with the option to renew said lease for a further term of 3 years, upon the same terms and conditions herein stated.

And State, in consideration of the leasing of the premises as aforesaid by Lessor to State, does covenant and agree with Lessor, his heirs, successors and/or assigns, to pay Lessor rent for said premises as follows: for the year April 1, 1975, to April 1, 1976, certain land improvements as provided for on page 2 of this lease will constitute the first years rent; thereafter on April 1, 1976, and April 1, 1977, annual rent of $5,000.00 will be due and payable by the Department of Transportation.

IT IS UNDERSTOOD AND AGREED, that State shall not sublet said premises, or any part thereof, or assign this lease without the written consent of Lessor.

IT IS AGREED AND UNDERSTOOD, that the said premises are leased and taken by State for the purposes of storing crushed rock, sand and gravel, and other road building materials and/or equipment and supplies, and it is further understood and agreed that State may also install or erect, operate and maintain on said premises such buildings, structures, machinery or equipment necessary in the use and employment of said premises by State in connection with highway construction and maintenance.

Highway Division
Files

State agrees to require any and all contractors working on this 8.0 acres to furnish public liability and property damage insurance of or above $300,000.00 and $100,000.00 as protection to cover any or all injury or damages.

IT IS AGREED THAT STATE will:

Cover with rock material the surface area of this 8.0 acre parcel. Surface area to be uniform and well graded both before and after crushed rock is laid down.

Comply with all zoning and government regulations relative to noise, dust, drainage;

Maintain drainage in a westerly and southwesterly direction.

Grade uniformly to the perimeters of the property.

Walk down all large boulders and chunks and not push to the fringes of the fill.

IT IS FURTHER UNDERSTOOD AND AGREED, that State may construct and maintain any roadway or roadways over and across the leased premises for the purpose of ingress and egress in connection with the uses and employment of said premises as heretofor stated.

State hereby agrees at the expiration of said term or upon a sooner termination of this lease, to quit and deliver up the above-described premises to the said Lessor or those having their estate therein, peaceably, quietly, and in a good order and condition. The land area will be cleaned of all debris, graded, and left in usable condition.

IT IS FURTHER AGREED AND UNDERSTOOD, that any building, structure, equipment or machinery placed upon said premises by State shall at all times remain the property of State, and may be removed at the option of State or its duly authorized representatives.

The making or execution of the within lease shall not be construed as a waiver or relinquishment of the power and right of State to acquire the property and all interest therein by the exercise of the power of eminent domain.

This lease and agreement shall bind Lessor, his heirs, executors, administrators, successors or assigns.

In construing this instrument, whenever the context so requires, the singular includes the plural.

Highway Division
File:

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

APPROVED AS TO FORM:

Counsel

STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division.

By _____
J. B. Boyd, Right of Way Engineer

STATE OF OREGON, County of Douglas

April 24, 1975. Personally appeared the above named Clifford M. and Shirley V. Bryden, who acknowledged the foregoing instrument to be their voluntary act. Before me:

_____
Notary Public for Oregon

My Commission expires _____

STATE OF OREGON, County of _____

_____, 1975. Personally appeared the above named _____

_____, who acknowledged the foregoing instrument to be their voluntary act. Before me:

_____
Notary Public for Oregon

My Commission expires _____

STATE OF OREGON, County of Marion

February 7, 1975. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Engineer for the State of Oregon, Department of Transportation, Highway Division, and that this instrument was voluntarily signed by him on behalf of the State of Oregon by authority vested in him by the Oregon Transportation Commission.

Before me:

_____
Notary Public for Oregon

My Commission expires Oct 30 1976

34-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 29, 1975

FILE:

FROM: Adele L. Egan
R/W Office Manager

TO: Alfred Shirley, Jr.
Region Engineer

SUBJECT: Obligation Form
Region 3

Attached hereto is an 3300 form showing State obligations on an approved property acquisition reported by the Highway Division, May 23, 1975, on the Pacific Highway in Region 3.

State Obligations

48611

Copies of the above 3300 form listing the State's obligations are to be given to the Resident Engineer, to be signed or noted by him about the time the job is completed. Copy 5 should then be returned to the Right of Way Supervisor so that he may sign and forward it to this office.

ka
Enc. 1 3300 form

cc: Virgil Wilson

ROSEBURG REGION
RECEIVED
JUN - 3 1975

File No. 48611

Sta. _____ to Sta. _____

Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved May 23, 1975

Acquired as _____ Net area 8 acres

Former owner or grantor Clifford M. & Shirley V. Brydan

Mail address 1058 S.E. Kane, Roseburg, Oregon 97470

Location property Garden Valley Rd.-Fairgrounds Rd. Section of

Pacific Highway in Douglas County

Section 2 Twp. 28S Range 6W

Section _____ Twp. _____ Range _____

Street address of property _____

Date of proposed contract letting _____

State obligations:

Cover with rock material the surface area of this 8.0 acre parcel. Surface area to be uniform and well graded both before and after crushed rock is laid down.

Comply with all zoning and government regulations relative to noise, dust, drainage.

Grade uniformly to the perimeters of the property.

Walk down all large boulders and chunks and not push to the fringes of the fill.

Maintain drainage in a westerly and southwesterly direction.

OPTION EXPIRES Lease

Acquired by Brown

ABOVE COMPLETED

_____
Right of Way Supervisor

Date _____

2—APPROVED COPY FOR RESIDENT ENGINEER OR BRIDGE ENGINEER

OREGON STATE
HIGHWAY DIVISION

PMT
CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Department of Geology and Mineral Ind. April 18, 1975
P. O. Box 1028
Albany, OR 97321

Gentlemen:

Herewith a Grant of Total Exemption Application for the stockpiling of crushed materials for use on future highway projects. The material being crushed is coming from within the highway right of way on a current project in Roseburg. A Mr. Gray from your organization said that a total exemption would be appropriate in this case.

It is requested that you approve this application.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw
Encl.

cc: C. T. Keasey
J. H. Versteeg
A. W. Bates

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 10, 1975

FILE: CON 5

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003
Bryden Property Stockpile

Herewith please find an application for Grant of Total Exemption for the above mentioned site.

In telephone conversation with Mr. Gray of the Department of Geology and Mineral Industries on Wednesday, April 9, 1975, Mr. Gray said a Total Exemption would be appropriate as the material is coming from the Nebo cut.

Mr. Gray is anticipating receipt of this application so that we may progress with our stockpiling operation.

ROSEBURG REGION
RECEIVED
APR 14 1975
FOE
FILE
RBI

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

928-5386

Identification No. _____

Received: _____ By _____

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator:

Alfred Shirley, Jr.
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Operator's phone: 672-6541 EXT 241

Landowner (if other than Operator):

Name Clifford Bryden.
Address 1058 S.E. Kane'
Roseburg, OR 97470
Phone No. 672-1110

Identification of Site:

¼ Section	Section	Township	Range	County
SW	1	28S	6W	Douglas

Distance in miles	Direction from	Nearest community
2¼	South	Roseburg

Type of Site: ☐ 1. Pit ☒ 2. Stockpile ☐ 3. Plant ☐ 4. Quarry ☐ 5. Prospect ☐ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:

Type of overburden None
Approximate maximum depth of overburden None
Approximate maximum depth of mine N/A
Primary mineral to be removed N/A
Total quantity of overburden (yards) None
Total quantity of mineral (yards) N/A

Size:

Approximate acreage affected prior to 7-1-72 None
Approximate acreage affected 7-1-72 to date None
Total acreage affected to be affected 7 acres
Acreage affected and reclaimed prior to 7-1-72 None
Acreage affected and reclaimed 7-1-72 to date None
Acreage affected but not reclaimed prior to 7-1-72 None
Acreage affected but not reclaimed 7-1-72 to date None

Volume:

Total cubic yards excavated 7-1-72 to date None
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? None

Site Use (acres currently affected by:)

Excavations None
Processing plant and stockpiles None(to be 7 acres)
Surface mine refuse disposal None
Plant refuse disposal (tailings pond) None
Prospecting and exploration None
Total Will be 7 acres

Status:

Date mining began No
Date mining will begin N/A

Stockpiling -1975
Use of material - 1976 Or 1977

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption

☐ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)

☐ 1. The land was affected by surface mining before 7-1-72 (ORS 517.770 (1)).
☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71. Attach Copy
☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770(2)).
☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 3. Access road's borrow pit or quarry.
☐ 4. On-site construction.
☐ 5. The site is less than two acres.
☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
☐ 7. The site is inactive.
☐ 0. Other _____

4-B. Total Exemption

☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)

☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).
☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 3. Access road's borrow pit or quarry.
☐ 4. On-site construction.
☐ 5. The site is less than two acres.
☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
☐ 7. The site is inactive.
☒ 0. Other Material to be purchased for Highway construction project, material came Optional from Highway R/W

4-C. Voluntary Submission

☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

I certify that the information contained in this report is true and correct to the best of my knowledge and belief:

Alfred Shirley Jr
(Signature of applicant)

Title Regional Engr Date 4/18/75

SMLR-1

(OVER)

SECTION 5. GENERAL INSTRUCTIONS FOR PREPARATION OF PROPOSED RECLAMATION PLANS*

A. Pursuant to ORS 517.790 (1), each separate surface mining operation must have a separate operating permit and reclamation plan.

B. A copy of the Reclamation Plan should be supplied as an attachment to this application. The Reclamation Plan must include proposed plans for reclamation of all lands mined after July 1, 1972.

C. The plan for visual screening pursuant to ORS 517.790 (1) (f) may be developed in conjunction with the Reclamation Plan or separately. If no plan for visual screening is submitted, the operator should show cause why screening is not economically practicable or needed.

D. The Reclamation Plan must contain the information required by the Rules and Regulations for the Mined Land Reclamation Act.

E. The Reclamation Plan is not complete until the county or municipality in which the operation is located has reviewed the Reclamation Plan and completed Section 6-B below.

F. Pursuant to ORS 517.820 (1), upon good cause shown, the Department may grant a reasonable extension of time for the completion and submission of a proposed Reclamation Plan.

G. If the Reclamation Plan covers more than ten (10) acres, a map must be included with details, pursuant to ORS 517.790 (1) (e).

For Department Use Only

1. Has Department approved county's zoning ordinance requiring reclamation of surface-mined lands? ____
2. Is Reclamation plan attached? ____
3. Are plans for visual screening provided? ____
4. If no visual screening plans have been submitted, has applicant shown why screening is not believed to be necessary? ____
5. Area covered by Reclamation Plan (acres) ____
6. Has applicant submitted an acceptable map? ____

SECTION 6. COUNTY OR MUNICIPALITY RECOMMENDATIONS FOR OPERATOR'S RECLAMATION PLAN*

6-A. TO BE COMPLETED BY APPLICANT (Please type or print)

Applicant Alfred Shirley, Jr.

Address P.O. Box 1128

Roseburg, OR ZIP 97470

Description of site:

¼Section	Section	Township	Range	County
SW	1	28S	6W	Douglas

Distance	Direction from	Nearest community
2¼	South	Roseburg

Proposed subsequent use of site upon completion of reclamation:

Alfred Shirley Jr.
(Applicant's signature)

Title Regional Engineer Date 4/18/78

6-B. TO BE COMPLETED BY APPROPRIATE COUNTY OR MUNICIPALITY

Does the proposed operation conflict with local zoning laws or ordinances? ____

Is the Operator now operating under existing zoning laws or ordinances? ____

Is the proposed reclamation plan legal under current zoning laws or ordinances? ____

Does the Applicant have an appropriate permit to conduct surface mining, if required by local zoning laws? ____

Recommendations and comments:

(Signature of County Official)

Title ____ Date ____

*Sections 5 and 6 apply only to Operators applying for an Operating Permit.

SMLR-1A

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

923-5386

Identification No. _____

Rec'd _____ By _____

APPLICATION FOR

- ☐ SURFACE MINING OPERATING PERMIT
- ☐ [illegible] Surface Mining Permit with Limited Exemption
- ☒ GRANT OF TOTAL EXEMPTION

Instructions:
1. Applicant should sign only one of the three application forms printed below.
2. A fee of $150 must accompany an application for a Surface Mining Operating Permit or for a Grant of Limited Exemption.
3. This application form must also be accompanied by a completed Form SMLR-1.
4. A Surface Mining Operating Permit or a Grant of Exemption will be issued by the State Department of Geology and Mineral Industries within 25 days of receipt of the application together with all other materials required.

Applicant: Alfred Shirley, Jr. Title: Regional Engineer

P.O. Box 1128 Business phone: 672-6541 EXT 241

Roseburg, OR 97470

Site location: ¼ Sec. SW Sec. 1 Twp. 28S Range 6 W County Douglas Site name, if any Lot 17 & 18 Boggs Orchard Tract

☐ 1. SURFACE MINING OPERATING PERMIT

I apply for a Surface Mining Operating Permit under ORS 517.800 as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

Signature of Applicant _____

Title _____ Date _____

☐ 2. [illegible] Surface Mining Permit with Limited Exemption

I apply for a Grant of Limited Exemption from the requirement for a Reclamation Plan and a Bond, but not the fees, under ORS 517.770(1) and (3) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my limited exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for an Operating Permit.

Signature of Applicant _____

Title _____ Date _____

☒ 3. GRANT OF TOTAL EXEMPTION

A apply for a Grant of Total Exemption from the requirement of a Reclamation Plan, a Bond, and the fees under ORS 517.750(11) and 517.770(2) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my Total Exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for a Surface Mining Operating Permit.

Signature of Applicant Alfred Shirley

Title Regional Engineer Date 4/15/76

January 15, 1976

State of Oregon
State Highway Commission
Salem, OR 97310

NOTED
L. S. HUNTER

Re: Mt. Nebo Project
Roseburg, Oregon

Gentlemen:

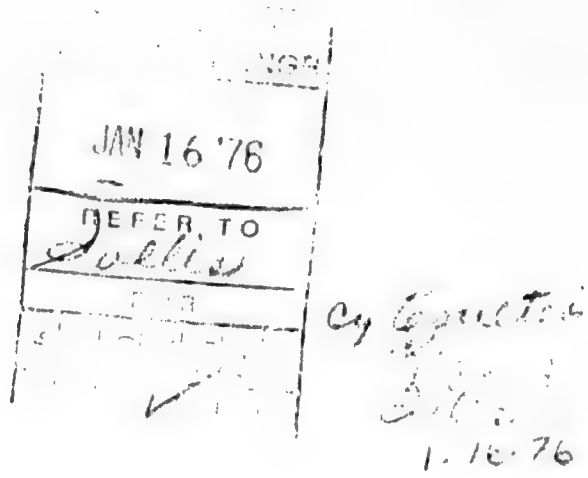
I have made a claim against Spencer & Son in connection with blasting damages to my dwelling, however, the Industrial Claims Service, Portland, Oregon suggests that I also submit a claim to your office. I enclose copies of statements to substantiate my claim.

Very truly yours,

Charles E. Hoover

CEH: jnd
enclosures

Charles E. Hoover
664 West Umpqua
Roseburg, OR 97470



Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

Mr. and Mrs. Charles E. Hoover
664 West Umpqua
Roseburg, Oregon 97470

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734329

Dear Mr. and Mrs. Hoover:

Enclosed please find questionnaire which we request you complete as accurately as possible and return to us if you feel you have a valid claim against the insured above.

The purpose of this enclosure is to obtain information necessary to give proper consideration to your claim, and it is to your advantage that it be as detailed and specific as possible.

We also suggest that you submit your claim to the State of Oregon, State Highway Commission, Salem, Oregon 97310 within 180 days (six months) of the loss.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh
Enclosure

January 15, 1976
Date

1. Name: CHARLES E. & MARY M. HOOVER
2. Address: 644 W. UMPQUA ST.
3. Telephone: 673-6219
4. Identification of damaged property, including:

   (a) Address and Location: 644 W. UMPQUA ST. ROSEBURG ORE

   (b) Name(s) and address of owner(s) of property: SAME AS ABOVE

   (c) Length of time you owned/occupied the premises: 33 YEARS

   (d) Name(s) and address(es) of prior owner(s): LYLE MORRISON

   (e) Approximate distance of property from Mt. Nebo: 1000 FT. ON NORTH SLOPE

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

   (a) Nature, location and extent of damage:

BLASTING BROKE HOUSE INTO ATTIC ROOF LOOSE AND TO REPAIR
DAMAGE TO PAVED DRIVEWAY AND GARAGE FLOOR
" TO LIGHT FIXTURES IN HOUSE

   (b) Dates and times damage occurred:

12-2-74- See copies of calender months enclosed with blasting dates and indications of bad times.

(c) Condition of damaged property prior to the dates mentioned in 5(b) above:

Good

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:

property properly maintained

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):

We think about $2500. however, we would appreciate having an adjuster make a proper estimate of the damages. Roof repaired, $800.

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.)

They did the blasting

7. Any other comments you wish to make:

Dated: 1-15-76

Witnesses Jackie Donnelly

Charles E. Hoover

Signature(s)

Claim No. 734329 RF

DWELLING STATEMENT OF CLAIM

Name Charles E. and Mary M. Hoover Age 79 and 75

Address 664 W. Umpqua, Roseburg, Oregon 97470

Married or Single Marries Spouse's Name Mary M. Hoover

Telephone Number - Home: 673-6219 Business: ---

Address of Damaged Property 664 W. Umpqua, Roseburg, Oregon

Age of Dwelling 1955 Number of Stories One

Number of Rooms Five Approximate size - Square Feet 1280 sq. ft. and 224 sq. ft. porch

Own or Rent Home? Own

Homeowner's coverage: Yes _____ No x Name of Ins. Company _____

Damages claimed Foundation broken in two places; nails pulled loose on roof edges and water damage to interior of dwelling; plaster damage in the interior; blast lifted dwelling off foundation, resettled out of line; chandelier broken; driveway broken in two; garage floor broken and side of garage shifted. Pay me for roof repair. One wall cracked.

When was damage first noticed? Dec. 2, 1974 - I have a record of times and dates of later blasts which caused further damages.

What caused the damages? Blasting on Mt. Nebo project

Party responsible for damages S. D. Spencer & Son

What repairs will be required? Foundation repair, re-set dwelling on foundation; re-plaster; replace antique chandelier; repair driveway; repair garage floor & side; repair cracked wall in dwelling.

Date Aug. 11, 1975

Signature L. E. Hoover

Witness Anita L. Nichols

2103

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
EUGENE BRANCH: SUITE 20 • VALLEY RIVER CENTER • EUGENE, OREGON 97401
AC 503—342-4981

January 12, 1976

State of Oregon
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: Head Engineer
Highway Department

RE: Our Insured : William J. & Marjory Adair
Our Claim No : 16-08134
Date of Loss : '74 and '75
Location of Loss : Roseburg, Oregon
Blasting Contractor : S. D. Spencer & Sons

Gentlemen:

As I have done on the two previous blasting claims on damages to our insured's property in Roseburg, I am placing the State of Oregon, Highway Division on notice of yet another blasting damage claim sustained by our insured at his residence at 1402 S. E. Court Avenue in Roseburg. This loss occurred when S. D. Spencer & Sons, Blasting Contractor, was blasting for the Mt. Nebo job for the new section of I-5 Highway.

At the present time, we do not have the total repair figure to our insured's residence, but did want to place you on notice of our interest in this matter if we are called upon to make any payment or loan under our policy. In the event we are, we ask that no settlement be made by you, or any agent on your behalf, without protecting the interests of this company and our insured, without our prior knowledge and approval.

I will get back to you or your insurance company if you want me to go direct, when we have a firm figure. I did want to comply with the Oregon statutes and place you on notice of our claim. At this time, it appears it will be in the neighborhood of $1500, however, we do not have a firm figure.

Please acknowledge receipt of this letter and advise me if you want me to go direct to your insurance company, Chubb-Pacific Indemnity when I do have the firm figure, or should I go back through your office.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

C. M. Elbert
Recovery Examiner
mk

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JAN 14 '76
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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 12, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734989
Claimant: Del Cornutt

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 824 S. E. Flint, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

Cy-Courtesy Report Sent 1-14-76

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 12, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734990
Claimant: Ms. Dortha Croft

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 427 N. E. Jackson, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Art Lorenz

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 12, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 735187
Claimant: Mrs. Richard Gardner

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1555 S. E. Mill, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

cy Coulter
Kinney.
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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 12, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 735188
Claimant: Bill Johnson

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 416 W. Bellows, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

cy Cozalter
Kenny
Dick

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Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 12, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733488
Claimant: Mrs. Richard Schierman

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 125 S. E. Mosier, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 12, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733488
Claimant: Mrs. Richard Schierman

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 125 S. E. Mosier, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

cy Gordon

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Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 9, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

NOTED
E. S. HUNTER

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 735114
Claimant: Theodore W. Bernard

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1991 N. W. Garden Valley Blvd., Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

cy Gresham
Kinsey
J.L.C.

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 9, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733126
Claimant: Lillian Hill

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 177 S. E. Mosher, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

cy Eugene Division

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 9, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734543
Claimant: Dr. Robert R. Mooers

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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cy Sent to Treas. Dept 1-9-76

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734752
Claimant: James Byron

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 671 West Harrison, Roseburg, Oregon.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

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by Claims Section 1-9-76

JdA'L:abh

P.S. Attached is claimant's Statement of Claim, and repair estimates in the amount of $194.45 from M. J. Maloney.

Claim No. _____

STATEMENT OF CLAIM - DWELLING

Name James W. Byron Age 69

Address 671 W. Harrison St. Roseburg, Oregon 97470

Married or Single married Spouse's Name Marion A. Byron

Telephone Number - Home: 673-4141 Business: retired surveyor

Address of Damaged Property 671 W. Harrison St., Roseburg, Ore., 97470

Age of Dwelling 23 years Number of Stories one

Number of Rooms 5 Approximate size - Square Feet 11,00

Own or Rent Home? own

Damages claimed cracks in living room plaster, plus separation of ~~plaster from around xxxxxxx~~ floor-to-ceiling fireplace.

When was damage first noticed? May 1, 1975, on return from six months spent in Arizona

What caused the damages? Mt. Nebo blasting

Party responsible for damages Spencer & Son , Contractors

What repairs will be required? repairing plaster and painting

Amount of Claim $ As of this date, Oct. 14, 1975, $194.45.

Date Oct. 14, 1975

Signature James W. Byron

Witness Marion A. Byron

ATTACH ESTIMATES !

M. J. Maloney
P. O. BOX 487 - PHONE 672-4900
ROSEBURG, OREGON 97470

October 10, 1975

ESTIMATE

Mr. James W. Byron
671 W. Harrison St.
Roseburg, Oregon 97470

Cost of repairing blast damage to wall around fireplace, east and west sides, residence at 671 W. Harrison St.:

Labor and materials $100.00

M. J. Maloney

M.J. Maloney
P.O. BOX 487 - PHONE 672-4900
ROSEBURG, OREGON 97470

October 10, 1975

ESTIMATE

Mr. James W. Byron
671 W. Harrison St.
Roseburg, Oregon 97470

Cost of repairing blast damage on south wall of living room at residence at 671 W. Harrison; match existing paint:

Labor and materials	$94.45

M.J. Maloney

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734650
Claimant: Roy Cornwell

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 334 West Lilburn, Roseburg, Oregon.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Ard Lorenz

Jd'AL:abh

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Cornwell
D.A.G.
1-9-76

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734542
Claimant: W. T. Dawson

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at (see P.S. below).

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

P.S. This individual is claiming damage to several residences as listed on the enclosed Adjuster's Preliminary Report of Wm. C. Pritchett Company.

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STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Coulter, Jensen, Salem
1-9-76

ADJUSTER'S PRELIMINARY REPORT

R4158-65
OUR FILE NUMBER

August 21, 1975
DATE THIS REPORT

June 18, 1975
DATE ASSIGNMENT TO US

YOUR CLAIM NUMBER

WM. C. PRITCHETT COMPANY
Insurance Adjusters
852 S.E. STEPHENS STREET
POST OFFICE BOX 1204
(503) 672-4866
ROSEBURG, OREGON 97470

Gloria Buck
ASSIGNMENT RECEIVED FROM

Roseburg, Oregon
OF

G. Wright
BY

Town & Country Agency
AGENCY

TO Mutual of Enumclaw
1460 Wells Street
AT Enumclaw, Washington 98022

Attention Claims Department — Kind of Loss Blasting

Company — Date of Loss June 1975

Name of Insured W. T. Dawson

Address of Insured P.O Box 41, Roseburg, Oregon

Locale of Loss Roseburg, Oregon — 136 SE Hoover

Policy No. 339174 — Cert. No. — Inception — Exp.

Policy Coverage $15,000 on item #1 dwelling located at 102 S. E. Miller, Roseburg
$15,000 on item #2 dwelling located at 126 S. E. Hoover, Roseburg
$15,000 on item #3 dwelling located at 174 S. E. Mosher, Roseburg

Policy Endorsements mortgage noted to Equitable Savings & Loan on item #1

Other Known Insurance

INSURED PROPERTY INVOLVED IF OTHER THAN VEHICLE

Est. $

Year Model — Make — Body Style

Motor No. — Serial — Now At

	CLAIMANT	TYPE OR STYLE	RESERVES
1.	Insured	Blasting - would recommend	$
2.		reserves of $900.00 on each	$
3.		of the three dwellings	$
4.			$ 2700.00
5.			$
6.			$
			$

REMARKS: As you are probably aware S. D. Spencer & Sons are performing a road widening project on I#5 at the Mount Nebo Curve here in Roseburg. The insureds dwellings have sustained damages from the numerous blasts which have been set off during this operation. We are awaiting the completion of the blasting operation before finalizing the appraisal of the damages to the claimants dwellings. We will keep you advised.

This is a preliminary notice only to advise you of pending claim. Detailed report will follow. If reserves have been suggested, they are based on preliminary information only. If no reserves indicated it is because we do not yet have data.

PLEASE ACKNOWLEDGE GIVING YOUR CLAIM NUMBER, any errors in coverage and any special instructions. In the meantime, we are proceeding in your behalf.

Form 120 Specialty Forms Co., Milaca, Minn

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

NOTED
E. S. HUNTER

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734329
Claimant: C. E. Hoover

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

P.S. Attached is the claimant's Dwelling Statement of Claim.

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Govt. Person
2 cys
1-4-76

RECEIVED
AUG 13 1975

Claim No. 734329 RF

DWELLING STATEMENT OF CLAIM

Name Charles E. and Mary M. Hoover Age 79 and 75

Address 664 W. Umpqua, Roseburg, Oregon 97470

Married or Single Marries Spouse's Name Mary M. Hoover

Telephone Number - Home: 673-6219 Business: ---

Address of Damaged Property 664 W. Umpqua, Roseburg, Oregon

Age of Dwelling 1955 Number of Stories One

Number of Rooms Five Approximate size - Square Feet 1280 sq. ft. and 224 sq. ft. porch

Own or Rent Home? Own

Homeowner's coverage: Yes _____ No x Name of Ins. Company _____

Damages claimed Foundation broken in two places; nails pulled loose on roof edges and water damage to interior of dwelling; plaster damage in the interior; blast lifted dwelling off foundation, resettled out of line; chandelier broken; driveway broken in two; garage floor broken and side of garage shifted. Pay me for roof repair. One wall cracked.

When was damage first noticed? Dec. 2, 1974 - I have a record of times and dates of later blasts which caused further damages.

What caused the damages? Blasting on Mt. Nebo project

Party responsible for damages S. D. Spencer & Son

What repairs will be required? Foundation repair, re-set dwelling on foundation; re-plaster; replace antique chandelier; repair driveway; repair garage floor & side; repair cracked wall in dwelling.

Date Aug. 11, 1975

Signature Chas E. Hoover

Witness Anita L Nichols

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734540
Claimant: Bertha Johnston

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1216 Mill, Roseburg, Oregon.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Gov
1-9-76

8009

Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734751
Claimant: Polly Martin

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 124 S. E. Templin, Roseburg, Oregon.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-9-76

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734753
Claimant: Clifford G. Travillion

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 944 N. W. Hill, Roseburg, Oregon.

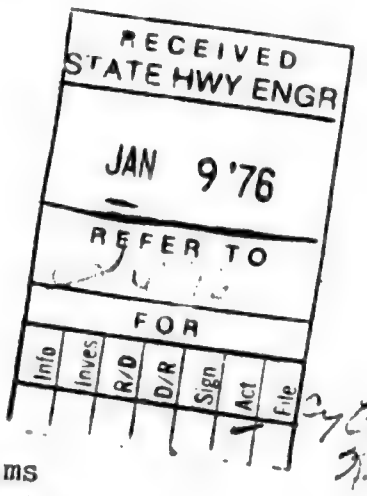
From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Ard Lorenz



JdA'L:abh
Enclosures: United Pacific letter 10-17-75 to Industrial Claims
Wm. C. Pritchett Company's letter 2-24-75 to United Pacific
Pritchett's letter March 25, 1975, to United Pacific, along with their reply message, and Pritchett's memo of 9-11-75 to United Pacific with repair costs.

ADJUSTO-GRAM

To: United Pacific Gro
P O Box 1788
Eugene, OR 97401

Attention: Lee Kangail

WM. C. PRITCHETT COMPANY
Insurance Adjusters

P. O. Box 1344 13th & Lawrence
☐ Eugene, Oregon 97401
(503) 686-8383

P. O. Box 1204 1023 S. E. Stephens St.
☐ Roseburg, Oregon 97470
(503) 672-4866

P. O. Box 156 3rd & Highland
☐ Coos Bay, Oregon 97420
(503) 267-4195

Your No. _____ Our No. R3357-124 Insured Clifford Travillion

FOLD

Policy No. FCS 80246 Date Loss Dec. '74 Claimant _____

Date 9-11-75

We have finally been able to finalize the damages to the insured premises from the blasting on the Mount Nebo Project. Please find enclosed our scheduledof the required repairs totaling $741.18. We felt that 26% of this damage would not have been caused by the blasting, or $192.71, reducing the claim to $548.47. After applying the $100 deductible the claim is further reduced to a net of $448.47.

Enclosed find a properly executed Loan Receipt for that amount. Please issue your claim draft in the amount of $448.47 payable to Clifford C. Travillion and Manford Dry Wall and forward to your agent for delivery.

S. D. Spencer Company's insuror, Industrial Claims Service, has been notified of your subrogation rights on this loss and it would be our recommendation that you immediately proceed.

This concludes our handling of this loss, please find our statement enclosed.

Tom H. McGrilg

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

WM. C. PRITCHETT COMPANY
Insurance Adjusters

FILE NO. _____

PAGE OF _____ PAGES

DATE LOSS 1974-75

INSURED Travillion Clifford ADDRESS 944 Mt Hill Rd Conley Ga.

Blast Damage

Cut back and repair acoustic blown-ceiling
Caulk around upper by Windows
LR = 15 X 18 X 8 270
DR = 7 X 10 X 8 70 } 514 50¢ 257.00
Bed Rm 12 X 13 X 8 156

Repair Heaters -

Repair wall Cracks 186
Around fire place - 76 } 380 @ 40¢ 152.00
Repair wall Cracks 118
Around window sash + frame

Paint to Match walls + Ceilg
15 X 9 X 8 198
9 X 10 X 8 396 } 1748 @ 16¢ 279.68
12 X 13 X 8 556

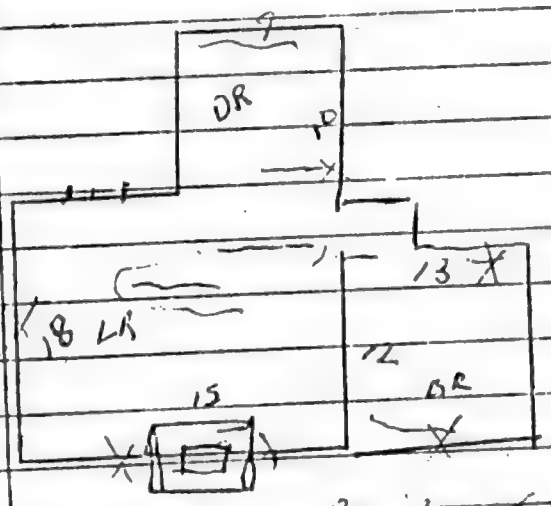
Texture Stain window Curtains
Mldg Stain Texture 11.50
4 hrs @ 10.00 40.00 51.50

741.18

7½% Overhead from Bid 548.47
(26 h Mat from Bid)

Less Deductible 100.00

Net Claim 448.47



Mainland Dry Wall
Pittock Painting Co

ESTIMATE

Appraisor Tom McDaniel

Accepted by _____

☐ Firemen's Insurance Company
☒ United Pacific Insurance Company
☐ Planet Insurance Company
☐

Sys	Claim Number: Off	Number						Check Number: Off.	Number			Policy Number		Date of Loss		
1	2 - 3	4	5	6	7	8	9	16-17	18 -	-	22	Sym	Number	Mo	Day	Yr.
U	16	0	6	9	1	1	-	16	25596			FS	0080246	12	--	74

☐ Payee ☒ Agent

09 22 75

Total Amount to Date: $

Period Covered: From:

Through:

33	Agency Code: Off	Producer	Typist
2	56	9771	JEEP

Pay
the sum of FOUR HUNDRED FORTY EIGHT AND 47/100* * * * * * * * * * * * * * * * * * DOLLARS $448.47

NON-NEGOTIABLE

Authorized Signature

16-20
1220

To the order of
CLIFFORD C. TRAVILLION &
MANFORD DRY WALL

Soc. Sec. or Employer's I.D. No.	Agent
	GORDON WOOD INS
Payment For	

⑈ ..a 5 3 7 0 ⑈ 1 2 2 0 ⑆ 0 0 2 0 ⑆ 1 0 4 0 3 4 1 5 5 ⑈ 1 1

United California Bank 600 S. Spring St., Los Angeles, Calif. 90051

	Sub	Part	Tran	Div	Kind of Pmt	Loss	Des	Cr X	Amount		Reins. Co. Code	Payment: Part	Sup	Fin	Exp	†Type of Loss	†Bur. Cl. Ct.
	34	39	40		41-42-43			44		50	55 - 57	58				73-74	75
1	A				206				448	47				X			
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
12																	

WLC 5546 ED 1/74

Claim Number

1. If Claim Number is from One Entry or Regular Face Sheet with edition date p 12/70, type Claim Office Code from Face Sheet in Cols. 2-3 and Claim Numb Cols. 4 thru 9. Be certain last digit is typed in Shaded Col. 9. If Claim Number is l than six digits precede with zeros to make six digits.
2. If Claim Number is from One Entry or Regular Face Sheet with edition date 12/70 or after, type Claim Number in Cols. 2 thru 8 and a dash in Col. 9. (Not first two digits of Claim Number are Claim Office Code.)

† To be completed when required in NO FAULT states.

CLAIM FILE COPY

UNITED PACIFIC/RELIANCE

EUGENE BRANCH: SUITE 20 • VALLEY RIVER CENTER • EUGENE, OREGON 97401
AC 503—342-4981

October 17, 1975

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

Industrial Claims Service
One S. W. Columbia
Suite 660
Portland, Oregon 97201

Attn: Roger J. Flynn

RE: Your Insured: S. C. Spencer & Son
Date of Loss: '74 and '75
Your Claim No: 734753
Our Insured: Clifford C. Travillion
Our Claim No: 16-06911

Dear Mr. Flynn:

Thank you for your letter of October 13th. I am attaching copies of the correspondence between our company and William C. Pritchett, who handled the loss for us in the Roseburg area.

We did not obtain an official statement from the insureds, since they made the claim. We had Pritchett measure the size of the cracks and go back after more blasting had been done, to again measure them. They had opened slightly in some areas. We have deleted 26 percent of the total repairs based on not being caused by the blasting and finally settled on that basis. We had considerable difficulty with this insured in that he felt all the cracks in the house were caused by the blasting. I am sure you have run into this type before. The adjuster felt there was additional damage caused by the blasting.

I have a couple of pictures of the area, but do not have the negatives as Pritchett still has them. If it is necessary, I can have Pritchett make copies. However, we have found Pritchett & Company to be very reliable adjusters.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

C. M. Elbert
Recovery Examiner

CME/mk

RELIANCE • RELIANCE STANDARD LIFE
UNITED PACIFIC • UNITED PACIFIC LIFE
INSURANCE COMPANIES

FROM: Patchett

Urgent Reply Needed by → Date 2-21-75

Date

TO: Dr. Kramer
North Bend
Oregon

Subject: Blast Damage 1/2 12 74

Reference No. 1660246

MESSAGE

Please send state agent on above.

Sec

RECEIVED

Date

Signature

Dear Lee:

Attached please find two photographs showing the extent of this blasting project here in Roseburg and I am sure that many of the people are not aware of the vast extensive blasting that is going on. They've been pecking away at this hill since October '74 and as you can see there is a lot of mountain yet to come down and they will probably be working through June or July drilling and shooting and this is almost a daily occurrence. It isn't that we are attempting to stall any type of settlement, we just wish to wait until the situation stabalizes and then we can go in and determine if any of these cracks have widened or lengthened since our original visits and adjust the claim from there. From where your insured is located I am sure the shock from the blast has greatly reduced as they are now swinging around south of the mountain away from this home and we should have the rains stop here in the next couple of weeks at which time we can probably sit down and ascertain which is settlement and any blasting cracks possible. I will keep you advised.

4-14-75 Wm. C. Kramer/g

REPLY

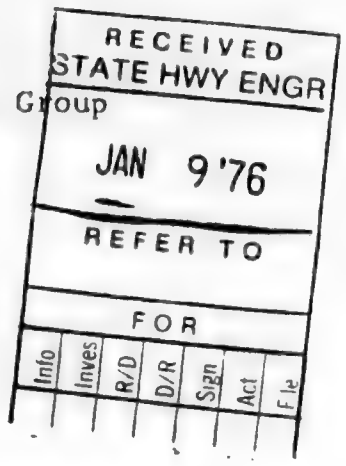
GEN-2

REPLY COPY — RETURN TO ORIGINATOR

WM. C. PRITCHETT COMPANY
Insurance Adjusters

Reply to our Roseburg **office**

March 25, 1975



United Pacific Insurance Group
P. O. Box 1788
EUGENE OR 97401

Attention: Lee Kangail

Re: Policy No: FCS80246
Insured : Clifford C. Travillion
Loss Date: December 1974
Our File : R3357-124

Dear Lee:

In response to your communication of February 26, 1975 the construction firm on the Mt. Nebo project is S. D. Spencer & Son of Vancouver, Washington and their adjuster has been Roger Flinn of Industrial Claims Service, Portland, Oregon.

In order for you to fully understand what is occurring here in Roseburg, we will take a photograph or two of the mountain and forward them to you. When INterstate 5 was first constructed rather than go through Mt. Nebo they went around it and created about a 15 to 20 degree severe curve in the freeway which resulted in an unheard of amount of single car accidents. Now they have decided to straighten this section whereas they are reducing the size of this mountain which is several hundred feet in the air and their blasting will probably span a nine month period with projected completion in the later part of June 1975. They are drilling day and night and shooting daily with some charges as high as three tons. I have shot charts covering all phases of operation but due to repeated shootings it is impossible to tell one from another. There is a seismograph located in the hospital adjacent to the blasting site furnished by the Oregon State College Geophysics Department and it is also making daily recordings of the blasting. The insureds live in a normal distance from the site and it is probable however that this could be blasting damage as the strata of rock in this area.

The contractor therefore is no way denying the fact that they are the ones doing the blasting.

We are gathering information daily to substantiate and support reimbursement of any claims that we may decide to pay once blasting has been completed and will forward these findings to you once we have received them.

Our further report will follow.'

Very truly yours,

WM. C. PRTICHETT COMPANY

Bill

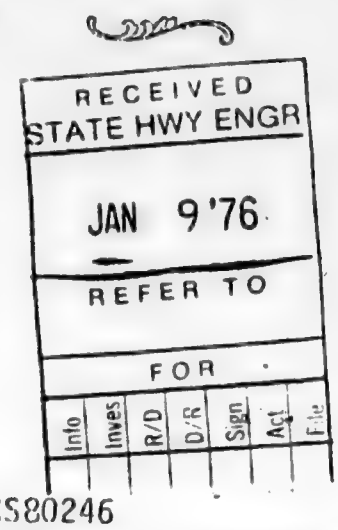
William D. Kramer

WDK/lo

WM. C. PRITCHETT COMPANY
Insurance Adjusters

Reply to our Roseburg office

February 24, 1975



United Pacific/Reliance Insurance Group
PO Box 1788
Eugene, Oregon 97401

Attention: Lee Kangail

Re: Policy No: FCS80246
Insured : Clifford C. Travillion
Our File : R3357-124
Loss Date: December 1974

Dear Lee:

Thank you for your assignment of December 6, 1974.

The above policy #FCS80246 effecitive 12/7/71 to 74 applies coverage to Clifford C. Travillion of 944 N. W. Hill, Roseburg, Oregon. The policy written on 188BNS 7/70 fire and special form applies $14,000 on dwelling. There is a $100 deductible applicable.

We apologize for the delay of the report. We have been to the Travillion home several times not finding them there and was waiting until we could get inside to view the alleged damage before reporting.

I found the house to be a modest one and in good repair and well maintained and the insureds are alleging that there is an opening of cracks in the center of the living room ceiling as well as one wall and over two doors. They claim that this was recently replaced in its entirety three years ago with a new ceiling and these cracks did not start to show until the blasting on Mt. Nebo reached a higher velocity. The one blast next to the fireplace according to the insureds have been increasing to the fissure. It is possible that some of this is blast connected. There is also some settlement involved with this older style home but will be hard to completely segragate.

During the past month I have met with the Professor of Geophysics at Oregon State University and their seismographic machines are leading us to believe that by approaching the ground level in their shots that S. D. Spencer & Son is approaching a damaging force with the size of blast that they daily set off. There is nothing that can be done in the way of repairs at this time. I have metered the size of the cracks and have informed your insured that I will diary this for 90 days at which time we shold be nearing blasting completion date and at that time we can again make a thorough inspection and repairs

done at that time to avoid any duplication.

We are setting a reserve of $750.00.

Very truly yours,

WM. C. PRITCHETT COMPANY

William D. Kramer

WDK/lo

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

January 8, 1976

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 732481
Claimant: Wingard Construction Co.

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 303 Oak Avenue, Roseburg, Oregon.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

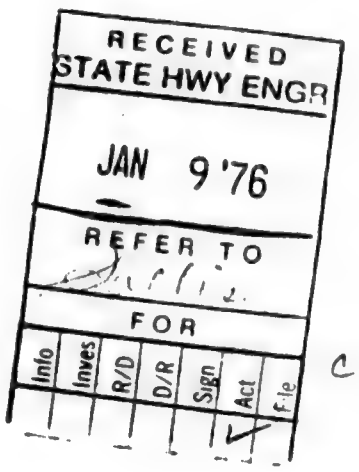
Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh



cy Courtesy Delivery 1-9-76

8003

January 7, 1976

Mr. Robert M. Stults
Stults, Murphy & Anderson
420 S.E. Jackson Street
Roseburg, OR 97470

Dear Mr. Stults:

Blasting Damage - Mt. Nebo Project

475-H

Your December 31 letter concerning damage to the home of Edna Henninger which may have resulted from blasting of Mt. Nebo will be referred to the contractor, S. D. Spencer and Sons.

The Contract between the State and the contractor for the Interstate 5 project calls for the contractor to be responsible for the damages resulting from any of his work during the project.

You may correspond directly with the contractor at the following address:

S. D. Spencer and Sons
P. O. Box 982
Roseburg, OR 97470

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:la

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
J. L. Sollis
Alfred Shirley, Jr.

LAW OFFICES
STULTS, MURPHY & ANDERSON
420 S.E. JACKSON STREET
ROSEBURG, OREGON 97470

ROBERT M. STULTS
EDWARD M. MURPHY
ROBERT H. ANDERSON
WALLACE D. CEGAVSKE

P.O. BOX 218
AREA CODE 503
TELEPHONE 673-5528

December 31, 1975

State of Oregon
State Highway Commission
Salem, OR 97310

Re: Blasting Damage - Mt. Nebo Project

Gentlemen:

I represent Edna Henninger of 1254 S. E. Kane Street, Roseburg, Oregon, whose home has been damaged as a result of blasting operations of S. D. Spencer & Son on the Mt. Nebo project. The extent of damage to my client's home has not yet been finally determined and in view of the fact that further blasting will probably occur before the completion of the project, I believe an estimate at this time would be premature.

I will appreciate you noting the claim of Mrs. Henninger and advising me of additional information which you may require.

Very truly yours,

STULTS, MURPHY & ANDERSON

By Robert M. Stults
Robert M. Stults

RMS:pk

1-6-76 Jack [illegible]

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

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STATE HWY ENG
JAN 2'76
C

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

January 6, 1976

Chubb/Pacific Indemnity Group
Lloyd Building
700 N.E. Multnomah
Portland, OR 97232

Attention: Bob Holman

RE: Claimant: Vince McElmurry
DOA: 1974 - 1975
Your File No.
Our File No. CLC-75-116
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

_____ Report of loss from claimant.
_____ Report of Highway Personnel concerning above loss.
_____ Supplemental report of Highway Personnel concerning above loss.
_____ Notice of claim from claimant's insurance company.
_____ Notice of impending legal action.
_____ Summons and Complaint served on _____
_____
_____
_

12-22-75
Date

1. Name: VINCENT A. McELMURRY
2. Address: 1161 S.E. JACKSON ROSEBURG, OREG. 97470
3. Telephone: 672-6892
4. Identification of damaged property, including:

   (a) Address and Location:
   1161 S.E. JACKSON
   1450 S.E. JACKSON

   (b) Name(s) and address of owner(s) of property:
   VINCENT A. AND DONNA L. McELMURRY
   1161 S.E. JACKSON
   ROSEBURG, OREG 97470

   (c) Length of time you owned/occupied the premises:
   1161 S.E. JACKSON SINCE AUG. 30, 1972
   1450 S.E. JACKSON SINCE OCT. 10, 1963

   (d) Name(s) and address(es) of prior owner(s):
   1161 S.E. JACKSON - WAS JOHN RUNYAN DECEASED

   (e) Approximate distance of property from Mt. Nebo:
   BY AIR APPROXIMATELY ½ MI

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

   (a) Nature, location and extent of damage:
   1161 S.E. JACKSON
BLASTING HAS CAUSED ALMOST COMPLETE EGGSHELLING OF INTERIOR PLASTER THROUGOUT HOUSE. HAS CRACKED FIREPLACE AND LOOSENED GROUT CAUSING IT TO FALL OUT, WE CONSIDER IT TO NOW BE A FIRE HAZARD. HAS CAUSED CONCRETE TO CRACK

AT 1450 S.E. JACKSON
BLASTING CAUSED FOUNDATION TO BREAK AND SETTLE

   (b) Dates and times damage occurred:
THE DATE WE NOTICED WHAT DAMAGE WAS BEING DONE IS ON RECORD WITH SPENCER & SONS CONSTRUCTION.

(c) Condition of damaged property prior to the dates mentioned in 5(b) above:
NONE OF THE BEFORE MENTIONED CONDITIONS EXISTED PRIOR TO BLASTING AT MT. NEBO.

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:
1450 SE JACKSON HAD NEW FOUNDATION INSTALLED

1461 S.E. JACKSON THERE HAD BEEN NO PRIOR DAMAGE OR REPAIR. MOST OF INTERIOR PAINTED IN 1974

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):
I BELIEVE $6,000.00 WOULD BE A FAIR ESTIMATE OF DAMAGE TO MY PROPERTY, BUT CANNOT GET ANY CONTRACTORS OUT TO GIVE ME AN ESTIMATE.

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:
?

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.) I BASE THE CLAIM UPON THE FACT THAT NONE OF THE DAMAGE EXISTED PRIOR TO BLASTING OF MT. NEBO AND ACTUALLY HEARD CRACKING AND MOVEMENT OF DAMAGED AREAS AT TIME OF BLAST.

7. Any other comments you wish to make: I can produce many witnesses that none of the damage existed prior to blasting of Mt. Nebo. all being very reliable witnesses

WE WOULD BE HAPPY TO HAVE YOU SEND SOME ONE TO MAKE ESTIMATES ON REPAIRS AS WE HAVE BEEN UNSUCCESSFUL AT GETTING SOME ONE WHO WILL DO IT.

Dated: 12-5-78

Witnesses _____

_____

Signature(s)

8003 Garden Valley Rd-Fairgrounds 1971
Int. Sec., Pacific Highway
(grade,pave,struct,sign & ill.) #7

C+A 4527 3-28-74

FORM NO. 734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

December 31, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Mt. Nebo Rock Used for Asphalt-Concrete Aggregates, Friable Particles

TO: Mr. C. T. Keasey
Construction Engineer

On December 23, 1975, Mr. John Walker wrote to Mr. Alfred [illegible]rley, Jr. on the subject of Mt. Nebo rock for asphalt-concrete [illegible]regate, and its failure to meet the requirements of AASHTO T112, [illegible]ble Particles. As I understand it, Mr. Walker contends that [illegible] a specific test is cited in the contract documents, the [illegible] is prohibited from determining whether material meets general [illegible]rements of quality. In the specific case in question, Section [illegible](b) states that ". . . crushed rock or crushed gravel (shall [illegible] from flat, elongated, soft or disintegrated pieces and [illegible]raneous matter either in a free state or as a coating on [illegible]". Similar wording is contained in 703.08(c). However, [illegible] method is cited for determining the presence of the above [illegible]ted material, so Mr. Walker says aggregate containing these [illegible]ed substances cannot be rejected.

[illegible]re are other situations where the engineer is given some [illegible]on in determining the quality of materials, such as in [illegible]ing the vegetable matter content of potential embankment [illegible]ial, determining the quality of topsoil, evaluating backfill [illegible]arity. There are general requirements for quality, and the engineer makes the decision on the basis of visual inspection. In the case of the paving aggregate, it is our belief that a decision as to the quantity of soft and deleterious material would be more defendable if made in the manner described in AASHTO T112. While visual determinations of clay lumps, soft rock, and other deleterious matter have been made in the past, we believe a decision based on numerical test would be preferable, and legal.

The Standard Specifications contain many references to conditions wherein the engineer must exercise his discretion: 104.02 - "The right is reserved to the State . . . to make other alterations; all as the engineer may determine to be necessary or desirable to complete satisfactorily the proposed construction", 105.01 - "The engineer will decide all questions which may arise as to quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work . . ."; 105.03 - "The engineer will determine the limits of reasonably close conformity, in each individual case, and his judgement will be final and conclusive . . ."; 105.04 - "The apparent silence of the specifications and plans as to any detail, or the apparent

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Office of
Assistant State Highway Engineer

omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality is to be used . . . The engineer will then make such corrections and interpretations as may be deemed necessary for fulfilling the intent of the plans and specifications"; 106.02 - "The approval of any source of supply by the engineer will not imply that all material from that source will be accepted . . ."; 106.08(f) - "When tests of material are necessary as determined by the engineer, such tests will be made by and at the expense of the Division unless otherwise provided . . . In the absence of any definite specification or reference to a specification . . . the materials shall meet requirements established by reputable industry for a high-quality product of the kind involved"; 106.08(i) - "The kind and frequency of sampling and testing shall be as the engineer may determine necessary".

Section 106.08 states: "Tests of materials, unless otherwise provided herein (emphasis added) or in the special provisions, will be made by the engineer in accordance with methods described or designated in the applicable specifications, and at any time during the production, fabrication, preparation and use of the materials". In my view, the part I have underlined refers to those instances cited wherein the engineer is given the power to make decisions.

The intent of these specifications is to obtain satisfactory material, and I do not believe we are prohibited from using a reasonable standard test designed to determine the presence of deleterious material just because that test is not named in conjunction with the prohibition of the deleterious material. We are not arbitrarily introducing the prohibition, only attempting to establish the boundaries of it.

With respect to the allegations that this is the first time that T112 has been used to define deleterious material, in 703.08 (b) and (c), many things are done for the first time when they are necessary. When one is trying to control the use of poorer quality material, one uses what ammunition he can find, even if it is discretionary. However, the restriction on deleterious quality is not discretionary.

The fact that T112 has been included in the new asphalt concrete specifications is an acknowledgment of the need for the test to define limits of quality. The quality requirements were there already, however.

We may be at odds with the Construction and Specifications Sections on this interpretation, but we believe that there is justification for our approach, and we believe this approach is necessary if we are to get satisfactory material.

cc: H. S. Coulter
C. G. Swenson

#8003.

FORM 91.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 23, 1975

FILE: CON 5 #8003

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

By John H. Walker
Quality Control Engineer

SUBJECT: Mt. Nebo Rock Used for Asphalt Concrete Aggregates Friable Particles

TO: Alfred Shirley, Jr.
Region Engineer

Attention: J. X. Wilson

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DEC 24 1975
Office of
Assistant State Highway Engineer

As per your inquiry, following is the writer's interpretation of specifications, as they now exist, concerning quality requirements for aggregates used in the production of asphalt concrete. Special emphasis is placed on friable particles, as this is the main issue where specification interpretation differs.

A study of the current standard specifications indicates that quality requirements for aggregates are established for each material such as Portland Cement Concrete, asphalt concrete, bases, etc. depending on the use that each is intended to perform. Where a certain degree of quality in the aggregates is desired, the specifications will state (a) the individual quality requirement (example - Durability), (b) the test and test method to be performed whose results measure the degree of quality (example - Degredation test and OSHD Std. Test Method), (c) the specification requirements (example - Max. Pass #20 Sieve 30% and sediment height 3" max.).

By a specified quality requirement such as shown by the above example, the quality of the materials may be controled to specific limits as desired. There are also in the Standard Specifications so called general requirements such as under 703.08 aggregate for flexible (b) coarse aggregate. This for example states as follows, "the portion of the aggregate retained on the 1/4 inch sieve will be known as coarse aggregate." Note: This is only a general state as to what the coarse aggregate is. It does not go into any details as to internal sizings or over and undersize requirements. The statement continues by stating - "the coarse aggregate shall be crushed rock or crushed gravel free from flat, elongated, soft or disintegrated pieces and other extraneous matter either in a free state or as a coating on the stone." Note: This again is a general statement. It does not give any indication as to the degree of crushing. It does not state any size requirements on the flat or elongated pieces of rock. It does not give any indication as to what the degree of softness or disintegration is, nor does it elaborate on what might be considered extraneous matter. It can be argued whether the free state or coating on the stone applies to all of the types of material stated or whether it applies only to the extraneous matter. It does state the coarse aggregate shall be free from flat and elongated pirces, etc. Interpretation of free from

would generally mean there will not be any allowed. Anyone who has been associated with rock production in the field knows that it would be impossible to meet the "free from" statement if it was considered to mean none allowed.

Therefore general statements such as the example stated above would be extremely difficult to use to specifically control quality, but should be used as a caution and general quality of material indicator to both the contractor and engineer. As example - should the quarry or gravel source during the aggregate production period show an area of disintegrated material or a clay seam; then this material should not be allowed to be used. It could be wasted or the contractor could move to a suitable area in the source.

This brings us to the problem area at hand which is the material source for asphalt concrete aggregates at what is shown as Mt. Nebo. Rock from this source which is in the roadway cut is a type of what is known as submarine basalt and is not considered as being the best rock in Oregon, but is typical of the material in the area. The material in Mt. Nebo is being used for asphalt concrete aggregate on approximately 5 State projects in the area.

The material from the Mt. Nebo source substantially meets the specified quality qualifying tests of the contract specifications. These tests include -

Durability - Oregon Air Degredation
Fracture is no problem as this is a quarry.
Gradation requirements
Plastic Index
Index of Retained Strength
Asphalt Stripping

Our Materials Section ran the Friable Particle test AASHO T-112 on aggregate material designated for asphalt concrete and have noted that the material does not meet specifications with a remark, there is excess friable particles.

Regional Construction Engineer, J. X. Wilson, in his letter of September 10, 1975 to C. T. Keasey, (copy attached) questions the use of the friable particles test as a specific quality control feature as it is not referred to in the specifications.

John Jenkins, Engineer of Materials, in his letter of September 24, 1975 (copy attached) refers to Std. Spec. 703.08 (b) & (c) which states the aggregate for flexural pavement is to be free of flat, elongated, soft or disintegrated pieces, etc. And as it is not possible to have an aggregate completely free of detrimental particles, they have interpreted free as being less than 1/2 a percent.

The Materials Section has assumed that if the friable particle test results show friable particles above a limit established by them, then the material fits into the Standard Spec. 703.08 (b) & (c) as above stated and therefore will not meet specifications. Jenkins' letter further states material out of specifications should be accepted only on the basis of a price agreement or other compensation for nonconformance. He also notes that certification to the Federal Highway Administration must eventually be made which will explain the basis of acceptance of material which does not comply with specifications.

It should be noted that the Section of 703.08 (b) & (c) has been in the standard specifications for many years and this year is the first time it can be recollected that the specific friable particle test has been used to determine compliance to 703.08 (b) & (c).

It should also be noted that a parallel exists in the aggregates for Portland Cement Concrete. See Std. Specs. 703.01 (c) & (i). In this case, the specific friable particle tests are required.

Also in our new proposed specifications for asphaltic concrete, the friable particle test has been inserted.

While there may be a need to have a control, such as the friable particle would give, it is very questionable whether it would be valid unless it was specified in the contract agreements. It is thought it could be used to indicate a presence of detrimental material and it might indicate a possible strength problem.

Therefore the interpretation of the present specifications is that the friable particle test should not be used in itself to determine specification compliance unless it is specifically set forth as a part of that specification.

This interpretation has been discussed with C. T. Keasey, J. Bond and C. Swenson and they also agree that the friable particle test should not in itself be used to determine specification compliance unless it is specifically included as part of that specification.

JHW:fr

Att.

cc: H. S. Coulter
John Jenkins

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 10, 1975

FILE: CON 5

FROM: J. X. WILSON
Regional Construction Engr.

SUBJECT: Garden Valley-Fairgrounds Inter.
Pacific Highway
Douglas County
Contract No. 8003

TO: C. T. Keasey
Construction Engineer

Attached is a lab report covering a sample taken from Mt. Nebo on the above section. This sample was raw material sent in for determination of suitability for PMAB, CTB, PMBB and A/C.

As you can see under "Remarks", the friable particle test, AASHO T112, was run and the note says excess soft clay particles were found. Apparently all other standard specified test results are satisfactory. There is no indication on the report whether the material is suitable or unsuitable for use.

As I said earlier, the sample submitted was raw material consisting of fist-sized or larger clean rock containing no overburden or other material. Neither Al Bates nor I can figure how a test result can show clay, let alone excessive amounts. Further, we can find no requirement for the AASHO T112 test for the purpose intended.

Would you please let me know if it is your intent to use the friable particle test in determining suitability for rock other than concrete aggregate or if we should ignore the attached lab report.

JXW/cw
Attach.

cc A. W. Bates
John Jenkins

10/28/75
Discussed with J.X. Wilson
He will have Bates
make report on Selection.
JXW.

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 12 1975
CONSTRUCTION SECTION

RECEIVED
SEP 25 1975
CONSTRUCTION SECTION

FILE: G.C. 8003

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 24, 1975

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Garden Valley-Fairgrounds
Road Interchange
Cont. No. 8003

TO: J. X. Wilson
Regional Construction Engineer

Your memo of September 10, 1975, raises a question as to the use of the Friability Particle Test, AASHTO T112, on material for PMAB, CTB, PMBB, and A/C.

This test was run because under Section 703.08(b) and (c) of the Standard Specifications, aggregate for flexural pavement is to be free from flat, elongated, soft or disintegrated pieces and other extraneous matter either in a free state or as a coating on the stone, or free of clay, loam, vegetable matter and other extraneous matter occurring either free or as a coating on the particles. AASHTO T112 is one of the tests run to determine the presence of some of these detrimental particles. Since it is not possible to have an aggregate which is completely free of these particles, we interpret "free" as being less than 1-percent of clay or friable material in each of the fractional sizes into which the test is divided.

You asked what the source of the clay could be since the sample submitted was fist size, or larger, clean rock containing no overburden or other material. In performing the test, these fist sized rocks are crushed, exposing clay seams within the rock. It is these clay seams which have made it difficult to obtain the index of retained strength required for this project.

As you are no doubt aware, it has been a number of years since the Materials' reports made the statement that the material is "suitable for use". The Materials Section runs tests to determine whether material meets specifications. The field personnel determine whether material not meeting the specs may be satisfactorily used. The Materials Section may be consulted by the field in making this determination. However, material which is out of spec should be accepted only on the basis of price agreement or other compensation for nonconformance.

Ultimately, the Materials Engineer has to certify a project to the Federal Highway Administration and explain the basis of acceptance of material used which does not comply with the specifications.

cc: C. T. Kenady
A. W. Bates

Oregon State
HIGHWAY DIVISION
Materials Section

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 63935
LABORATORY REPORT NUMBER: E-13900

SAMPLE DATA

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ct: Garden Valley Rd. - Fairgrounds Intr.
Prefix No.: E10-104
way: Pacific
Contract No.: 8003
County: Douglas
ractor: S.D. Spencer & Son
Res. Engr.: A.W. Bates
F.A. Proj. No.: I-5-3(95)124
mitted by: A.W. Bates
Sampled by: B. Johnson
Date Sampled: 7/24/75
mple No.: 32
Quantity Represented: 20,000 C.Y.
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
EGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Quarry Rock
DED USE: CHAB, CTB, PMBB & A/C
AY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #10-119-3 Mt. Nebo
LED AT: Sta. 1275 face of existing slope.
RKS:
ther: Avg. thickness

L.L. %
P.I. %
P#10 of P¾ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Pass

LABORATORY REPORT

SIEVE ANALYSIS

☐ T-11 ☐ T-27 ☐ T-20 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Passing	Percent Passing	Percent Passing

tal wt. of sample = ____

OSHD Asphalt ____ %
T-27 P#10 of P¾ ____ %
T-11 P200 ____ %

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer Bates
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist Parker
☐ Files
S. D. Spencer & Son

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB. ____ % THIS SAMPLE % LAB No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard 43) ____
☐ OSHD SPECIFIC GRAVITY (Le Chatelier) ____
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS Fr.
1½-¾ 3.59 ¾-⅜ 8.14 ⅜-4 27.70 CA. 13.5
4-8 42.6 8-16 43.8 16-30 40.0 Fine
30-50 [illegible] 50-100 ____ Ledge Rock ____ F.A. 41.2
☒ OSHD DEGRAD HR. 1.1 in. P20 12.2 % Ref. HR. ____ in. P20 ____
RETAINED 19.0 HR 3.1 in. P20 26.4 % Ref. HR. ____ P20 ____
☒ T-96 ABRASION GRADING A-100 = 41.1 Percent 4 - 10
☒ T-89 LIQUID LIMIT [illegible] (T-90) PLASTICITY NDE/NP
☒ OSHD SAND EQUIVALENT 34/70 = 49
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS Water Soak 2.10% Loss
Friable Particles 1½-¾ = 0.10% ¾-⅜ = 0.2
⅜-4 = 1.75% 4-16 = 5.

Material represented by this sample ☐ Does ☐ Does not comply with specifications

REMARKS: Material contains excess soft clay particles as indicated by the Friable Particle Test. Section 703.23(b)(c)

Date Received: 7/25/75
Date Reported: 8/19/75
Lab. Charges: $17.00

Justin C. Parker
Testing Technician

5003

1-5-3-C

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8-Supplem

Date December 22, 19

Project Name Garden Valley Rd.-Fairgrounds Intr.

Contract No. 8003 F. A. Project No. I-5-

Highway Pacific

Prefix 610-1044 Account No. 283

County Douglas

Description of Work To Be Done:

Vibration Measurement Study at designated sites along contractor's haul route. Add locations for Vibration Study of blasting work.

APPROVED EFFECTIVE DATE 1/26/74
Contingent on modification of project agreement if additional funds are required
BY D. K. Hosmer
TITLE Dist. Engineer
DATE 2/9/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

See attached sketch.

Estimate of Quantities and Costs:

	TOTAL	Added Work	S.F.O. 8,
Labor and benefits	$9,035.00	$4,600.00	$4,435
Equipment	2,800.00	1,500.00	1,300
Materials and supplies	1,160.00	420.00	740
	$12,995.00	$6,520.00	$6,475

Explanation:

To determine operational levels of ground vibration from heavy construction vehicles. To determine vibration from blasting operations.
Work under this order is not to exceed $12,995.00

INSTRUCTIONS.

Submit a separate order for each piece of kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization		$14,578,325.00
Present estimate of project cost, including:		
$ 12,995.00 for work under this order		$14,618,995.18
Expected ~~xxxxxxx~~ over-run (amount)	$	40,670.18
Expected ~~xxxxxxx~~ over-run (per cent)		.3

Space for Salem Office Use Only

Submitted by: Alfred M. Bartley Resident Engineer

Approval Recommended: J. K. Wilson Division Engineer

Approval Recommended: Construction Engineer Bridge Engineer

Approved: Assistant State Highway Engineer

State Highway Engineer

bcc G. M. Baldwin
E. S. Hunter
H. S. Coulter
Alfred Shirley

JA/cw dpy (Prepared for the Governor's signature subject to his approval.)

December 1, 1975

Mr. J. D. Sproles
7839 Olive Court
Pleasanton, CA 94566

1206-K

Dear Mr. Sproles:

I especially share your concern for safety and offer my deepest sympathy for your tragic loss during the reconstruction of Interstate 5 at Mt. Nebo.

The intent of this reconstruction is to improve highway safety by eliminating a sharp curve through the Mt. Nebo area.

Falling rocks from Mt. Nebo have presented problems prior to highway reconstruction and, in the interest of safety, a rock fallout area (extending 34 feet from the right side of the southbound travel lane to the base of the Mt. Nebo cut) is being constructed. This necessitates the removal of over 1,300,000 cubic yards from the highway face of Mt. Nebo--most of which requires blasting.

The nature of the rock in Mt. Nebo is such that there are many cracks and seams in all directions. During the blasting operation, it is possible for the gases resulting from the explosion to "blow out" at one or more of these seams and cause rock from the face of the mountain to fly in any direction. This cannot be predicted and engineers know of no practical solution to the problem in this situation.

The blasting procedures were very thoroughly investigated by the Accident Prevention Division of the Workmen's Compensation Board, the State Fire Marshal's office, and state and local police. Their investigations indicated that all reasonable precautions were being taken to do the work as safely as possible.

Blasting is now confined to the lower benches of Mt. Nebo which provides increasing safety as the construction progresses. Blasting should be concluded in approximately two and a half months.

It is unfortunate that there are no other methods for rock removal of this nature. I believe the safety to the motoring public by this reconstruction project will more than offset the inconvenience now present.

Sincerely,

Governor

RWS:ay
bcc: Department of Transportation

H 1200
11-26

003496

Please prepare draft reply
for Governor's signature
11-22
Thank you.

J. D. Sproles
7889 Olive Court
Pleasanton, Ca. 94566
November 12, 1975

The Honorable Robert Straub
GOVERNOR OF OREGON
Salem, Oregon

E. B. Klabof

My dear Governor:

I am writing you in hopes that some positive action will be taken regarding what I feel is a very critical and ultimately a fatal situation in the State of Oregon.

In March of 1975, I lost a small child as a result of the excavation that was, and continues to be performed, on Mt. Nebo in Roseburg, Oregon.

I was transferred in September of 1975 to Oakland, California and had the unfortunate opportunity of having to drive through that area on two different occasions. Governor, it is frightening! After being in California for approximately two months, the Mt. Nebo situation keeps coming to mind. A great possibility exists wherein someone else could be fatally or partially injured. It is after much thought that I felt I had no other alternative but to inform you of my feelings and dangerous factor. It is true that I must live with my tragedy, however, I am writing this letter in the hope that noone else will have to too.

Your direct attention concerning this matter will be greatly appreciated.

Sincerely yours,

J. D. Sproles
Pleasanton, Ca. 94566

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FOR
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NOV 18 1975
OFFICE
DIRECTOR of TRANSPORTATION

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

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DEC 2'75
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FOR
Info | Inves | R/D | D R | Sign | Act | File

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733493
Claimant: Mrs. Maxine Daly

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 633 N. E. Belleview Court, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733501
Claimant: Mrs. Chet Hamm

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 656 S. E. Flint, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

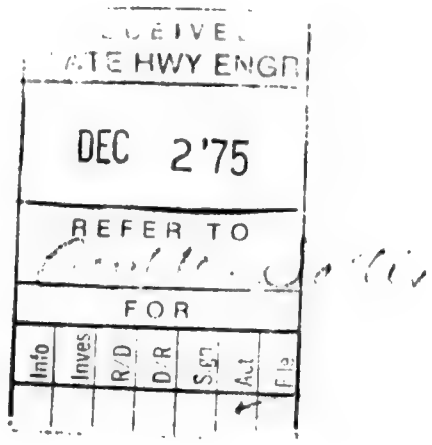
Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh



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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734326
Claimant: Larson 88-Cent Store

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 655 S. E. Jackson, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arq Lorenz

Jd'AL:abh

P.S. Enclosed is the claimant's Dwelling Statement of Claim form.

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DEC 2'75
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FOR
Info | Inves | R.D | D.R | Spl | Adj | File

Claim No. 734326 RF

DWELLING STATEMENT OF CLAIM

Name The 88¢ Store Age

Address 566 S. E. Jackson - Roseburg Ore. 97470

Married or Single Spouse's Name

Telephone Number - Home: 679-7069 Business: 673-4262

Address of Damaged Property 566 S.E. Jackson

Age of Dwelling Number of Stories 2

Number of Rooms Approximate size - Square Feet

Own or Rent Home?

Homeowner's coverage: Yes No Name of Ins. Company

Damages claimed Ceiling & light fixtures

When was damage first noticed? about 7/1/75

What caused the damages? Blasting

Party responsible for damages You

What repairs will be required? repairs to fixture & painting
enclosed please find photo

Date 8-26-75

Signature Lyle C Larson

Witness Virginia J Larson

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733492
Claimant: Vince McElmurry

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1161 S. E. Jackson, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

Mr. Vince McElmurry
1161 S. E. Jackson
Roseburg, Oregon 97470

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733492

Dear Mr. McElmurry:

Enclosed please find questionnaire which we request you complete as accurately as possible and return to us if you feel you have a valid claim against the insured above.

The purpose of this enclosure is to obtain information necessary to give proper consideration to your claim, and it is to your advantage that it be as detailed and specific as possible.

We also suggest that you submit your claim to the State of Oregon, State Highway Commission, Salem, Oregon 97310 within 180 days (six months) of the loss.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh
Enclosure

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 2'76
REFER TO
FOR

12-29-75
Date

1. Name: VINCENT A. McELMURRY

2. Address: 1161 S.E. JACKSON ROSEBURG, OREG. 97470

3. Telephone: 672-6892

4. Identification of damaged property, including:

(a) Address and Location:
1161 S.E. JACKSON
1450 S.E. JACKSON

(b) Name(s) and address of owner(s) of property:
VINCENT A. AND DONNA L. McELMURRY
1161 S.E. JACKSON
ROSEBURG, OREG. 97470

(c) Length of time you owned/occupied the premises:
1161 S.E. JACKSON SINCE AUG. 30, 1972
1450 S.E. JACKSON SINCE OCT. 10, 1963

(d) Name(s) and address(es) of prior owner(s):
1161 S.E. JACKSON - WAS JOHN RUNYAN DECEASED

(e) Approximate distance of property from Mt. Nebo:
BY AIR APPROXIMATELY ½ MI

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

(a) Nature, location and extent of damage:
1161 S.E JACKSON
BLASTING HAS CAUSED ALMOST COMPLETE EGGSHELLING OF INTERIOR PLASTER THROUGOUT HOUSE. HAS CRACKED FIREPLACE AND LOOSENED GROUT CAUSING IT TO FALL OUT, WE CONSIDER IT TO NOW BE A FIRE HAZARD. HAS CAUSED CONCRETE TO CRACK

AT 1450 S.E. JACKSON
BLASTING CAUSED FOUNDATION TO BREAK AND SETTLE

(b) Dates and times damage occurred:
THE DATE WE NOTICED WHAT DAMAGE WAS BEING DONE IS ON RECORD WITH SPENCER & SONS CONSTRUCTION.

(c) Condition of damaged property prior to the dates mentioned in 5(b) above:
NONE OF THE BEFORE MENTIONED CONDITIONS EXISTED PRIOR TO BLASTING AT MT. NEBO.

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:
1450 S.E. JACKSON HAD NEW FOUNDATION INSTALLED

1161 S.E. Jackson THERE HAD BEEN NO PRIOR DAMAGE OR REPAIR. MOST OF INTERIOR PAINTED IN 1974

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):
I BELIEVE $6,000.00 WOULD BE A FAIR ESTIMATE OF DAMAGE TO MY PROPERTY, BUT CANNOT GET ANY CONTRACTORS OUT TO GIVE ME AN ESTIMATE.

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:
?

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.) I BASE THE CLAIM UPON THE FACT THAT NONE OF THE DAMAGE EXISTED PRIOR TO BLASTING OF MT. NEBO AND ACTUALLY HEARD CRACKING AND MOVEMENT OF DAMAGED AREAS AT TIME OF BLAST.

7. Any other comments you wish to make: I can produce many witnesses that none of the damage existed prior to blasting of Mt. Nebo. all being very reliable witnesses. WE WOULD BE HAPPY TO HAVE YOU SEND SOME ONE TO MAKE ESTIMATES ON REPAIRS AS WE HAVE BEEN UNSUCCESSFUL AT GETTING SOME ONE WHO WILL DO IT.

Dated: 12-30-75

Witnesses _____

Vincent Lee Elmore
Donna L. McElmurry
Signature(s)

V.A. McElmurry
1161 S.E. Jackson
Roseburg, Oreg. 97470

10

State of Oregon
State Highway Commission
Salem, Oregon 97310

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 223-4170

November 24, 1975

Mrs. Morley
154 S. E. Mosher
Roseburg, Oregon 97470

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733490

Dear Mrs. Morley:

Enclosed please find questionnaire which we request you complete as accurately as possible and return to us if you feel you have a valid claim against the insured above.

The purpose of this enclosure is to obtain information necessary to give proper consideration to your claim, and it is to your advantage that it be as detailed and specific as possible.

We also suggest that you submit your claim to the State of Oregon, State Highway Commission, Salem, Oregon 97310 within 180 days (six months) of the loss.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh
Enclosure

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DEC 8 1975
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
DEC 5 '75
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NOTED
H.S. COULTER

by Gaunt
Asst.
Engr.
12-5-75

SAN FRANCISCO LOS ANGELES

claim #6.

Dec 4 1974
Date

1. Name: Mrs Claire E Mosley
2. Address: 154 S.E. Mosher Roseburg Or 97470
3. Telephone: 673-4116
4. Identification of damaged property, including:
   (a) Address and Location:
   154 S.E. Mosher
   Roseburg, Oregon 97470
   (b) Name(s) and address of owner(s) of property:
   Claire E and Helen K. Mosley
   154 S.E. Mosher Rd. Roseburg Oregon 97470
   (c) Length of time you owned/occupied the premises:
   6 years -
   (d) Name(s) and address(es) of prior owner(s):
   Mrs Leona Monreau
   952 - S.E. Lynn Roseburg Oregon 97470
   (e) Approximate distance of property from Mt. Nebo:
   Between 400 to 500 yards
5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:
   (a) Nature, location and extent of damage:
   Roof leaks around ridge pole because the house shakes when they Blast - also the plaster is ~~cracking~~ cracking in all the rooms some worst then others ask the Insurance Mr tom H Mcgil - he looked it over and sent a Roofer to estimate the Roof damage he has the figures.
   (b) Dates and times damage occurred:
   It started to Crack when Blasting began in Oct 74 and more Cracks appeared with every Blast the Roof began to leak through the ceiling in March don't know when damage was done -

(c) Condition of damaged property prior to the dates mentioned in 5(b) above:

I have redone all rooms except two Bed Rooms since we lived here also put a new Roof on the House - the House was in good condition before except the Roof

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the dates mentioned in 5(b) above:

None

(e) Cost of repairing the damage mentioned in 5(a) above (if damages have been repaired attach copies of bills, estimates and/or repair orders):

The Insurance adjuster Mrs McGee has the estimates and all Information

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:

No -

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.)

The ceiling and walls cracked due to the Blasting and the Roof does leak -

7. Any other comments you wish to make:

There are Damaged property all along the street As we are directely in front of the Store - we get most Vibrations due to Blasting -

Dated: Dec 4 1975 Mrs C. E. Morley

Witnesses Mrs Glen L Clark

Signature(s)

Jmessick

Vice Chair Morley
154 S.E. Mosher
Roseburg, OR 97470

State of Oregon
State Highway Commission
Salem, Oregon 97310.

8003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975

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State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733490
Claimant: Mrs. Morley

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 154 S. E. Mosher, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

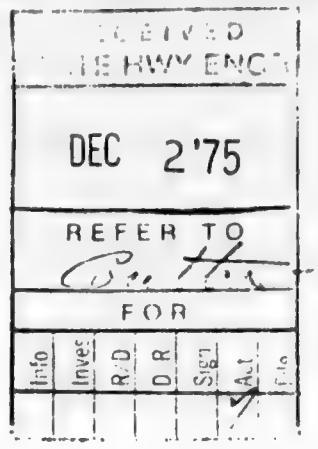
9003

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975



State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734330
Claimant: Merle M. O'Dell

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1032 West Nevada Court, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

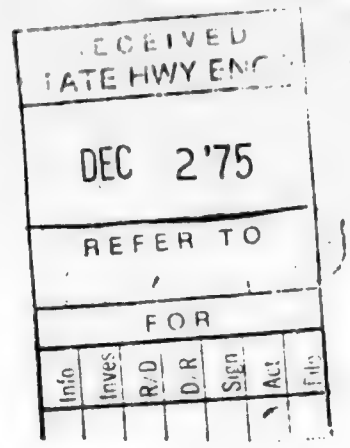
8033

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 24, 1975



State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733499
Claimant: Mrs. Lester Schulze

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 132 West Lilburn, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

JJ'AL:abh

80

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

NOVEMBER 24, 1975

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State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733548
Claimant: Paul Thompson

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1087 West Pilger, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733144
Claimant: Shirley Bruo

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 348 West Riverside, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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JAN 9 '76
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cy Court to Kearsey Dept 1-9-76

Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733357
Claimant: Mrs. Allen Chisholm

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 335 West Birch Court, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 734324
Claimant: James Gervasi

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 355 Selmer Court, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733015
Claimant: Alice Mountain

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1155 West Brown Street, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Claims
Atty
Dale
1-9-76

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733489
Claimant: Mr. Robert Pierson

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 326 West Riverside, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733011
Claimant: Robert Rice

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1130 S E. Azalea Street, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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Industrial Claims Service

INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

NOTED
E. S. HUNTER

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FOR
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cy Coulter
Keasey
Sallis
1-23-76

Mr. Al Sullivan
345 West Lilburn Street
Roseburg, Oregon 97470

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733010

Dear Mr. Sullivan:

Enclosed please find questionnaire which we request you complete as accurately as possible and return to us if you feel you have a valid claim against the insured above.

The purpose of this enclosure is to obtain information necessary to give proper consideration to your claim, and it is to your advantage that it be as detailed and specific as possible.

We also suggest that you submit your claim to the State of Oregon, State Highway Commission, Salem, Oregon 97310 within 180 days (six months) of the loss.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh
Enclosure

January 21, 1976
Date

1. Name: Allen D. & Phyllis A. Sullivan

2. Address: 345 W. Lilburn, Roseburg, Ore. 97470

3. Telephone: 672-4677

4. Identification of damaged property, including:

(a) Address and Location: same as above

(b) Name(s) and address of owner(s) of property:
Umpqua Savings & Loan
603 S. E. Jackson, Roseburg, Ore.

(c) Length of time you owned/occupied the premises:
approx. 14 years.

(d) Name(s) and address(es) of prior owner(s):
Mr. & Mrs. Clarence Rand-- deceased

(e) Approximate distance of property from Mt. Nebo:
approx. 400 yards

5. Detailed description of damage you claim was caused by the Mt. Nebo construction, including:

(a) Nature, location and extent of damage: Continuous damage of cracks in plaster throughout house. Cracks also in basement and extensive damage to swimming pool deck since starting of blasting by S.D.Spencer and Sons. We normally painted every few years as needed and it was shown to your adjuster. No paint in cracks. Onecrack in kitchen is now open 1/8". There is a bulge also under wallpaper, it is unknown if any other at this time. Some plaster laying on roof from chimney of fireplace. One window upstairs is cracked all over. Part has fallen- now taped in place.

(b) Dates and times damage occurred: Continuous from start of Blasting. Spencer and Sons also the State Hwy. Dept., and Our District Attorney Lanswell have records of our calls. Mr. Flynn took pictures and notes since March 1, 1975.

(c) Condition of damaged property prior to the dates mentioned in 5(b) above: All rooms were ingood shape- witnesses will testify for us.

(d) Dates, nature and extent of last repair, alteration or improvement of the damaged premises prior to the cates mentioned in 5(b) above:

last painted at approximately Spring of 1974,

(e) Cost of repairing the damage mentioned in 5(a) above (if damage has been repaired attach copies of bills, estimates and/or repair orders):
Nothing has been repaired as they are still blasting.

(f) Do you claim to have suffered any damages to your person or property other than that stated above? If so, please describe:
Yes I do, it is embarrasing to have dirty walls, as I am unable to clean much or paint because Mr. Flynn instructed us not to do so.

6. Upon what facts do you base your claim that S. D. Spencer & Son is responsible for your loss? (Include any proof you have that S. D. Spencer & Son caused any of your claimed loss.) Any number of people will testify that the house was in good shape until blasting started. The first rock damage to a house was 40 feet from our house. That was at the Shafto residence. If it wasn't for the tree that stopped it the rock could have been in our house.
7. Any other comments you wish to make: I feel this is absolutely rediculous. S. D. Spencer and Son and the State Hwy. Engineer are very aware of what they have done and are still doing with their blasting. Why do we have to pay. I don't feel we sould have to fill out this form once the adjuster has been to our residence. Please check your files and look at the pictures of my damage and the adjusters writen notes. Then let me hear from you as soon as possible. Not in one or two years,, PLEASE?

Dated: January 21, 1976.

Witnesses Pearl Davies Elliott Sullivan
(signature(s))
Arthur McDavies Ellen O. Sullivan

800 -

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733010
Claimant: Al Sullivan

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 345 West Lilburn Street, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 21, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733358
Claimant: Mrs. Lillian Sutherland

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 729 N. E. Winchester Street, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh

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700

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

---

211 State Highway Building

November 18, 1975

NOTED
E. S. HUNTER

Industrial Claims Service
One S.W. Columbia
Suite 660
Portland, OR 97201

Re: Your Insured: S. D. Spencer & Sons
Your Claim No.: 732922
Claimant: Douglas Community Hospital
Date of Loss: 1-20-75

358 H

Attention: John d'Arc Lorenz

Dear Sir

Please be advised that this matter has been referred to the State's insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building, 700 N. E. Multnomah, Portland, Oregon 97232, Attention: Mr. Bob Holman.

He will be in contact with you relative to this claim.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - Chubb/Pacific
Mr. S. Coulter

RECEIVED
STATE HWY BLDG
NOV 19 '75

RECEIVED
NOV 19 1975

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 14, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 732922
Claimant: Douglas Community Hospital
Date of Loss: 1-20-75

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the Douglas Community Hospital as a result of S. D. Spencer & Son's operations.

We attach hereto copy of our entire file, including the following:

1. Mr. Kolberg's letter to Spencer of February 10, 1975.
2. Mr. Kolberg's letter to us of November 12, 1975.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

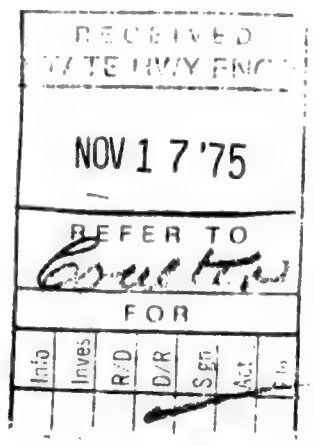
Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

Jd'AL:abh
Enclosures



LONG, NEUNER, DOLE, CALEY & KOLBERG
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

MAILING ADDRESS
P. O. BOX 1205

AREA CODE 503
TELEPHONE 673-5541

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY
THOMAS W. KOLBERG

November 12, 1975

INDUSTRIAL CLAIMS SERVICE
One S. W. Columbia
Suite 660
Portland, OR 97201

Re: Douglas Community Hospital Claim
Your Insured: S. D. Spencer & Sons

Gentlemen:

Reference is made to our letter of February 10, 1975, directed to Spencer & Sons Construction, concerning the Douglas Community Hospital.

After that letter was referred to you by your insured, we received a visit from one of your adjusters who went through the hospital and took photographs of damage caused by your insured's blasting on Mt. Nebo. At that time we decided to forego discussing adjustment of the claim since blasting was still being done and future damage was anticipated.

Recently, I was informed by the hospital that the blasting, insofar as it directly affects the hospital has ceased, Consequently, we are now in a position where we can discuss what adjustment can be made with respect to the hospital's claims for property damage.

Upon receipt of this letter perhaps someone from your claims office could write or contact our office to discuss this claim. Since the hospital is eager to bring this matter to a close, we would appreciate your prompt response.

Very truly yours,

Thomas W. Kolberg
THOMAS W. KOLBERG

TWK:lk

3/1

RECEIVED
NOV 13 1975

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON 97470

MAILING ADDRESS
P. O. BOX 1208

AREA CODE 503
TELEPHONE 673-6641

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY

THOMAS W. KOLBERG

TO: INS. CO
OTIS HAS A COPY

RECEIVED
FEB 12 19..
S. D. SPENCER & SON

February 10, 1975

Mr. George D. Spencer
S. D. SPENCER & SON
4614 N. E. 72nd Avenue
Vancouver, WA 98661

Re: Douglas Community Hospital

Dear Mr. Spencer:

Our office represents Douglas Community Hospital, Roseburg, Oregon. Recently the hospital contacted our office concerning damage resulting from blasting activities carried on by your company on Mt. Nebo. We have visited the hospital and viewed the damage, all of which, according to the hospital, resulted from tremors caused by blasting.

Since the hospital has the right to seek legal recourse for this damage, we recommend that you promptly forward this letter to your insurance company so they can have the matter investigated.

Please acknowledge your receipt of this letter, and inform us of when the damage can be inspected by your company or a representative of your insurance carrier.

Very truly yours,

Tom Kolberg
THOMAS W. KOLBERG

TWK:lk

1/8

8003

1

Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 18, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 733500
Claimant: Mrs. Al Henninger

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1254 S. E. Kane, Roseburg, Oregon 97470.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

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Industrial Claims Service

INSURANCE ADJUSTERS

ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

November 18, 1975

State of Oregon
State Highway Commission
Salem, Oregon 97310

Re: Our Insured: S. D. Spencer & Son
Our Claim No.: 732923
Claimant: C. E. Silvernale

Gentlemen:

We represent S. D. Spencer & Son through their liability insurance carrier in connection with the damage alleged to have occurred to the above claimant's premises at 1228 S. E. Main, Roseburg, Oregon.

From our investigation of the matter to date, it would appear that if it is found that there is any responsibility on the part of S. D. Spencer & Son, such responsibility ultimately should be imposed upon the State Highway Commission. Therefore the purpose of this letter is to tender this claim to you on behalf of S. D. Spencer & Son and their liability insurance carrier, and also to advise you that if this tender is not accepted, and if S. D. Spencer & Son and/or their liability insurance carrier incur expenses and costs by way of judgments, attorneys' fees, investigation costs etc., they will look to you for full indemnity.

Please advise us by return mail as to whether you are going to accept this tender or not.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Ara Lorenz

Jd'AL:abh

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FOR
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cy Contr. Agency 1-7-76

November 15, 1975

Mr. Tim Bellando
Residence Hall, Box 4493
Klamath Falls, Oregon 97601

Dear Mr. Bellando:

Thank you for attending my recent town hall meeting in Klamath Falls and for your comments on the Mt. Nebo highway project.

I am unsure if your comment concerned automobile accidents on this highway or damage done to property by the contractor during construction. If the latter is the case, the contract the Highway Division has with the contractor on the project stipulates that where there is damage to public or private property, the contractor shall make good such damage or injuries in an acceptable manner.

All contractors for the State must carry such liability insurance and all claims should be presented to both the contractor and his insurance carrier.

Thanks for your views.

Sincerely,

Governor

RWS/k

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NOV 18 '75
REFER TO
FOR
Info | Invest | R-D | D-R | Sign | Act | File
NOTED
MARIE STEPHENS

OFFICE OF THE GOVERNOR
ROBERT W. STRAUB

003316

OOOT

Dear Fellow Oregonian:

Thank you for recognizing that good government is everyone's business. Your comments and suggestions will help us build a better Oregon. (Please return card at the door before leaving.)

Bob Straub

Name: Tim Bellando

Address: Residence Hall Box 4715

City: Klamath Falls OR. Zip Code:

Comments: I come from Roseburg OR. and I was just wondering about the Mt. Nebo Highway project. There has been a few casualties on cars and

Please use back of card for additional comments.

I was just wondering if these people get paid for their damage that was done for them?

#8003

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

November 10, 1975

United Pacific Reliance Insurance Companies
Eugene Branch
Suite 20
Valley River Center
Eugene, OR 97401

Re: Your Insured: Clifford & Ruth Travillion
Your Claim No.: 16-06911
Date of Loss: '74 and '75
Location of Loss: Roseburg, Oregon
Blasting Contractor: S. D. Spencer & Son

290-H

Gentlemen

This will acknowledge receipt of your letter of October 23, 1975, and advise you that the matter has been referred to our insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, Oregon 97232. Any further correspondence should be directly with our insurance carrier.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - H. S. Coulter
Chubb/Pacific Indemnity Group

RECEIVED
STATE HWY ENG
NOV 12 '75
REFER TO
FOR
Info | Invest | R/O | D.R | Sig. | Att | File

NOTED
H.S. COULTER

RECEIVED
NOV 12 1975
Office of
Assistant State Highway Engineer

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
EUGENE BRANCH: SUITE 20 • VALLEY RIVER CENTER • EUGENE, OREGON 97401
AC 503—342-4981

October 23, 1975

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO
Coulter - reply
FOR
Info | Inves | R/D | D/R | Sign | Act | file

CERTIFIED MAIL

State of Oregon
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: Head Engineer
Highway Department

RE: Our Insured : Clifford & Ruth Travillion
Our Claim No : 16-06911
Date of Loss : '74 and '75
Location of Loss : Roseburg, Oregon
Blasting Contractor : S. D. Spencer & Son

Gentlemen:

At the request of the insurance adjuster handling the claim for S. D. Spencer and Son, I am placing the State of Oregon, Highway Division on notice of some blasting damage done to our insured's residence, located at 944 N.W. Hill in Roseburg, Oregon. This loss occurred when S. D. Spencer & Son, blasting contractor, were blasting Mt. Nebo for the new section of highway, I-5.

This loss occurred over several months time and as I understand it, S. D. Spencer is still blasting in the area; however, we have settled for our insured for what we felt was the direct result of the blasting. This will formally advise you we have delivered to our insured, under our policy, the sum of $548.47, for which we seek reimbursement from you. In addition, our insured sustained an uninsured loss in the sum of $100, under the deductible provisions of the policy, making the total claim against you in the amount of $548.47. No settlement should be made by you or any agent on your behalf, without protecting the interests of this company and our insured.

We have placed S. C. Spencer & Son on notice of our claim and they informed us they would give full consideration to our claim, after the blasting has been completed some time prior to the Christmas season in 1975. As stated

earlier it was on their suggestion that we place you on notice of our claim.

Yours very truly,

UNITED PACIFIC/RELIANCE INSURANCE COMPANY

C. M. Elbert
Recovery Examiner

CME/mk

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

November 7, 1975

Chubb/Pacific Indemnity Group
Lloyd Building
700 N.E. Multnomah
Portland, OR 97232

Attention: Bob Holman

RE: Claimant: SUSAN WILSON
DOA: 74 & 75
Your File No.
Our File No.
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

____ Report of loss from claimant.
_X_ Report of Highway Personnel concerning above loss.
____ Supplemental report of Highway Personnel concerning above loss.
_X_ Notice of claim from claimant's insurance company.
____ Notice of impending legal action.
____ Summons and Complaint served on _____
_X_ Miscellaneous Estimate of damage

By presenting a copy of this letter, you and your authorized personnel may interview Highway Division Personnel and secure any necessary information or documents from them.

Very truly yours

LEE JOHNSON
Attorney General

RECEIVED
NOV 12 1975
Office of
Assistant State Highway Engineer

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosure

NOTED
H.S.COULTER

FORM 81 734 3010

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 5, 1975

FROM: Alfred W. Bates,
Resident Engineer

SUBJECT: Blasting Damage
Mt. Nebo Project
Susan Wilson

TO: Jack L. Sollis,
Asst. Attorney General

RECEIVED
NOV 6 1975
LEGAL

The address of Susan Wilson is approximately 3,000 feet from the nearest blast on Mt. Nebo. I have no knowledge of complaints from the area. One party which is in the same direction and approximately 500 feet from the nearest blast complained. When I positioned myself at this house it was nearly impossible to detect the shot.

There were many sonic booms in this area during the bulk of the blasting and every time there was a sonic boom people called to complain of the Mt. Nebo blasting.

I doubt that the house at 733 W. Union was damaged as a result of the blasting.

Spencer's man that handles such matters is on vacation and I am unable to ascertain whether Spencer received a complaint from anyone in the area.

WM. C. PRITCHETT COMPANY
Insurance Adjusters

FILE NO. _____

DATE LOSS _____ PAGE 01 _____ PAGES

INSURED Wilson, Susan ADDRESS 7330 Union Ave. Berkley, Ohio

Blast Damages.

	Repair Caulking & Wall					
	Edge Cracks @ LR-to Living Room					
	Kitchen & Living Room					
	Large Back Crack Area		—	12	00	
	Need to drawup & Kitchen Joist		40	6	00	
	Paint Crack Area		1 00	8	00	
	Tape & Coat		1 00	10	00	
	Re Texture to match		2 00	35	00	
	Re Paint & Living Room					
	Upstairs Area.	39	24 72	4 113	36	
	LR = 14X20 = Ceil 280		31 22	186	36	2,17
	Wall 544					
	824 sq ft			Living Room		
	Kitchen 13X15	195				
	Ceiling repair & Paint					
	Joint Seam & Scrapelock		1 00	10	00	
	Re nail		20	5	00	
	Tape & Coat		70	8	00	
	Skip Coat & Texture Wall		2 80	28	00	
	Paint & Match Paint	195 ft	7 80	29	25	
			12 80	80	25	93
			Kitchen			
	Fire place Repair					
	Cut Out & Clean with		2 10	12	00	
	and re lay Hearth Cap		30 00	75	00	
			4 0 10	87	00	174
	Add Existing Settling Damage		Factor			437
		30 ft Total Damage				350.1

ESTIMATE Less Deductible — 25 0

Appraisal Total Loss 325.1

Accepted by _____

ESH #290

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
EUGENE BRANCH: SUITE 20, VALLEY RIVER CENTER • EUGENE, OREGON 97401 • AC 503 342-4981

October 28, 1975

NOTED
H. S. COULTER

State of Oregon
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: Head Engineer
Highway Department

RE: Our Insured : Susan Wilson
Our Claim No : 16-07019
Date of Loss : 74 & 75
Location of Loss: Roseburg, Oregon
Blasting Contractor: S. D. Spencer & Son

Gentlemen:

I previously placed you on notice of a blasting damage claim we made to S. D. Spencer & Son on Clifford & Ruth Travillion. We now find we have another insured residence which was damaged by the blasting done by S. D. Spencer for the new highway near Roseburg, in the Mt. Nebo project. Our insured's residence is located at 733 West Union in Roseburg. We have had an independent adjusting firm keep track of this over several months' time. Our insured's residence definitely did incur blasting damage from the S. D. Spencer & Son blasting operation.

This will formally advise you we have delivered to our insured, under our policy, the sum of $325.19, for which which we seek reimbursement from you. In addition, our insured sustained an uninsured loss in the sum of $25.00 under the deductible provisions of the policy, making a total claim against you of $350.19. No settlement should be made by you or any agent on your behalf, without protecting the interests of this company and our insured.

I have placed S. D. Spencer & Son on notice of this claim. On the Travillion claim, it was suggested we place you on notice of this claim, I am so doing at this time. If we can be of further help, please advise.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

C. M. Elbert

C. M. Elbert
Recovery Examiner

CME/mk

RECEIVED
OCT 29 1975
Office of
Assistant State Highway Engineer

10-29-75 Should ought to have RD's on it.

RECEIVED
STATE HWY ENGR
OCT 29 '75
REFER TO Counties (#290)
FOR

Insurance Adjusters

DATE LOSS _____ PAGE 01 PAGES _____

INSURED Wilson, Susan ADDRESS 7330 Union Pkwy OV

Blast Damages.

1							
2		Repair Ceiling & Wall					
3		Edge Cracks & LR-6 Large Cracks					
4		Kitchen & Large Cracks					
5		Large Back Crack over		—	12	00	
6		Nail to Drywall & Caulk & Joint		40	6	00	
7		Paint crack Seam		1 90	8	10	
8		Tape & Float		1 10	10	00	
9		Re texture to match		2 10	35	00	
10		Re paint & Seal Cracks					
11		Upstairs Area.	34	34 72	1 115	36	
12		LR = 14X20 = Ceiling	280	31 22	186	36	2.17 50
13		Wall 544					
14		824 Sq ft			Keyloan		
15							
16							
17		Ketchen 13X15	195				
18		Ceiling repair & Paint					
19		paint Seam & Scrapdark		1 10	10	00	
20		Re nail		20	5	00	
21		Tape & Float		70	8	00	
22		Skip Coat & Retexture to Mod		280	28	00	
23							
24		Paint & Match Ceil	195	7 80	29	25	
25				12 80	80	25	93 00
26				Kitchen			
27							
28							
29		Fire place Repair					
30							
31		Cut back & Clean with		2 10	12	00	
32		acid re lay Hearth Cap		38 00	75	00	
33				40 10	87	00	137 50
34		(Note Existing Settling damage)			Factor		137 50
35				80 % Hot Charge			$ 350.00
36						Less Deductible	- 35 00
						ESTIMATE	$ 315.00

Adjusted by CONTRACTOR

I-5

October 22, 1975

1035-S

Miss Staci Curtis
Route 3, Box 3885
Roseburg, OR 97470

Dear Miss Curtis:

The Environmental Section of the Oregon State Highway Division prepared several environmental documents for the project presently under construction on Interstate 5 along the base of Mt. Nebo. Wildlife and habitat on the affected portions of Mt. Nebo were investigated by our staff biologist. The area studied included that portion of Mt. Nebo facing the freeway and the upper slopes. The dominant plant species and major animal populations were noted.

The significant findings are presented in the environmental documents mentioned above. Copies of these documents are available at the State Highway Division's Regional Office in Roseburg. You may contact Eb Englemann, Regional Environmentalist at 672-6541, Ext. 241, and he will assist you.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
Gary Potter
Eb Englemann

JZ:sz dpy

RECEIVED
STATE HWY ENGR
OCT 13 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | All | File

Rt. 3 Box 3885
Roseburg, Ore. 79470

Ore. State Highway Dept.
Salem Oregon

Dear Sir,
I'm part of a class at Rodeburg Senior High who are studing on animals and our environment. As part of the class we each gather information to help each other out.

Living around and seeing the Mount Nebo project I wonder if it has any harsh affect on our wild life. Are there any courses being taken to preserve the wild life on this mountain?

If you could help us with some information it would be a great help.

Thank You,
Staci Curtis

Staci Curtis
Rt. 3 Box 3885
Roseburg Oregon
97470

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Garden Valley Rd.-Fairgrounds Int.
Interstate 5
Contract No. 8003
Request for Additional Authorization

An estimated 14.25 percent overrrun is expected on this project. This represents $1,818,477.62. Three large items more than account for the overrun. These are a general excavation quantity overrun, a price agreement haul adjustment for disposing of excess material at the Fairgrounds waste area instead of the originally planned Gaddis Park site, and a price agreement to utilize excess excavation material available from this project and crush it for future use on an adjacent project. This latter item will eventually credit back to this project for actual cost incurred.

The general excavation overrun results from plan modifications of slopes and benches in the large Mt. Nebo cut to obtain more stability. Additional flagging which the State pays as a bid item by the hour is also expected to overrun $230,000. This is a large complex project to build under traffic and the contract quantity is too low for the conditions encountered. The project is now 58 percent complete with 57 percent of the overall time allowed expired.

Your approval is requested of an increase of $1,818,477.62 to a new total authorization of $14,578,325. This is an Interstate project and the additional cost will be participating. This matter will be on the agenda for your consideration at the September 24 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
Gary Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 15, 1975

FILE: CON 5 #8003

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Int.
Contract No. 8003
Request for Additional Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith E-372 forms showing an estimated 14.25 percent overrun expected on this project. This represents $1,818,477.62. The three largest items shown more than account for the overrun. These are a general excavation quantity overrun, the price agreement 30 haul adjustment (or claim settlement) for disposing of excess material at the Fairgrounds waste area instead of the originally planned Gaddis Park site, and the P.A. 32 work to utilize excess excavation material on this project and crush it for future use on an adjacent project. This latter item along with the smaller P.A. 31 item will eventually credit back to the project for whatever cost is involved, so their money influence at this point is only temporary. In the meantime, they do contribute to the apparent overrun of authorization so I see no harm in including them in the arithmetic. You will note additional flagging which the State pays as a bid item by the hour is expected to overrun $230,000. The project is now 58 percent complete with 57 percent of the over-all time allowed expired.

Rough draft letter to the Transportation Commission requesting an increase to a new total authorization of $14,578,325.00 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

September 10, 1975

Mr. Merle M. O'Dell
1032 W. Nevada Court
Roseburg, OR 97470

Dear Mr. O'Dell:

Your September 3 letter concerning damage to your home which may have resulted from blasting of Mt. Nebo will be referred to the contractor, S. D. Spencer and Sons.

The contract between the State and the contractor for the Interstate 5 project calls for the contractor to be responsible for the damages resulting from any of his work during the project.

You may correspond directly with the contractor at the following address:

S. D. Spencer and Sons
P. O. Box 982
Roseburg, OR 97470

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
Jack Sollis "
Alfred Shirley

AS:cw ja

RECEIVED
STATE HWY ENGR
SEP 4 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

9-3-75

1032 W Nevada Ct.
Roseburg Or. 97470

State Hiway Dept.
Salem Or.

Dear Sir — I want to report some damage to my home caused from blasting of Mt Nebo on the Hiway.

My back porch slab has cracked clear across and it has expanded ½" since Spring and maybe some damage to the structure of the house. The house rocks back & forth when they blast.

I don't know how much damage is done to the chimney structure

Spencer & Son Insurance representative has been here he said to wait until the blasting is all done. Cost

before a settlement could be made.
He advised me to write you.

Sincerely -
Merle M. O'Dell

MERLE M ODELL
1032 W NEVADA CT
ROSEBURG OR 97470

8003

15

September 9, 1975

Mrs. Lester Schulze
132 W. Lilburn
Roseburg, OR 97470

116-H

Dear Mrs. Schulze:

Your August 30 letter concerning your belief that blasting of Mt. Nebo caused damage to your home will be forwarded to our contractor on the project.

The terms of the contract between the state and S. D. Spencer and Sons state that any damage to property resulting from their conduct of the project is the contractor's responsibility.

If you wish to contact the contractor, his address is as follows:

S. D. Spencer and Sons
P. O. Box 982
Roseburg, OR 97470

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
Jack Sollis (enc.)
Alfred Shirley

AS:cw ja

132 N. Lilburn
Roseburg, Or. - 97470
Aug. 30, 1975

Or. State Highway Department
Salem, Oregon

Dear Sirs:

We have a number of damaged places in our home which we believe were caused by the blasting of Mt Nebo

The insurance adjuster informed us we should tell you that we have them

Truly

Mrs Lester Schulze

RECEIVED
STATE HWY ENGR
SEP 2 '75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act. | File

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8003

APPLYING TO CONTRACT PROJECTS

Order No. 17

Section Garden Valley Rd. - Fairgrounds Interchange Date September 4, 1975

Highway Pacific F.A.P. No. I-5-3(95)124

County Douglas Prefix 610-1044 Account No. 235-17

Description of Work To Be Done:

Drill 4 vertical holes approximately 25 feet deep to determine rock line for use in determining pile penetration.

Approval Recommended as of 9-4-75

Location by Milepost Reference:

"L" 2548 + 96 one hole at 40 ft. Rt. of Centerline

"L" 2549 + 70 two holes at 10 ft. and 40 ft. Rt. of Centerline.

"L" 2554 + 30 one hole at 55 ft. Rt. of Centerline.

Estimate of Quantities and Costs:

105 Lin. Ft. @ $25.00/ Lin Ft. = $ 2,625.00

APPROVED EFFECTIVE DATE 9-4-75
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hennes
TITLE Urban Engr
DATE 10/3/75
FEDERAL HIGHWAY ADMINISTRATION

Explanation: This work in necessary to determine rock line to determine if adequate pile penetration can be obtained at these bents or if it will be necessary to revise the pile footings to spread footings.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ .....

Present estimate of project cost, including

$ 2,625.00 for work under this order $ .....

Expected under-run / over-run (amount) . . . . . $ .....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Office Engr. Staff
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: .....
Construction Engineer

8003

RECEIVED
SEP 4 1975
FILE: CON 5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
CONSTRUCTION SECTION

Roseburg, Oregon
~~August 28, 1975~~ 9/2/75

FROM: Alfred W. Bates,
Resident Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
Contract 8003

TO: Alfred Shirley, Jr.,
Regional Engineer

ATTN: J.X. Wilson,
Regional Construction Engineer

I asked Otis Jordan how much credit he would give the Highway Division for a change in the contract to allow the routing of traffic through Roseburg for the hours 3:00 A.M. to 11:00 A.M.

Mr. Jordan stated that he would not give any money and was going to file a claim due to additional costs of work due to traffic.

Mr. Jordan has mentioned the claim business previously.

He has never written a letter stating his position.

RECEIVED
SEP 1975
Office of
Assistant State Highway Engineer

ROSEBURG REGION
RECEIVED
SEP 2 1975

PE	RME	RCS	ROE	TE
RLE	OES	RSM	FILE	
ENV	FAE	RBI		

9-2-75
CC: C.T. Kelsey - Guess his files are of proposed routing thru town. Will have to wait & see what develops on claim.

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8003

APPLYING TO CONTRACT PROJECTS

Order No. 16

Section Garden Valley-Fairgrounds Interchange Date August, 1975

Highway Pacific F.A.P. No. I-5-3-(95) 124

County Douglas Prefix 610-1044 Account No. 274-16

Description of Work To Be Done:

Relocate the existing Bellows Street traffic signal on West Harvard Avenue.

APPROVED EFFECTIVE DATE 8-25-75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE Dist. Engineer
DATE 9-5-75
FEDERAL HIGHWAY ADMINISTRATION

Approval Recommended as of 8-25-75

Location by Station Numbers:

2554+77

Estimate of Quantities and Costs:

Labor & Equipment	=	$ 1500.
Materials	=	7500.
	Total	$ 9000.

Explanation:

Temporary relocation made necessary due to Harvard Avenue widening and construction of southbound ramps.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 12,759,847.38
Present estimate of project cost, including $ 9,000 for work under this order	$ 14,168,355.40
Expected ~~under-run~~ over-run (amount)	$ 1,417,508.02
Expected ~~under-run~~ over-run (per cent)	11.10

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

FORM E-30 #9003

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE August 21, 1975

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 18513
Garden Valley Road-Fairgrounds Int. Sec.
Pacific Highway
Douglas County

Mr. Boyd has reviewed my letter to you dated August 19, 1975 on this information. He suggests that we need at least one more contractor's estimate. The estimates should include the demolition of the present tower.

Please ask Mr. Shirley or Mr. J. X. Wilson to clear this with the Federal Highway Administration area engineer so that the payment will be participating.

JRO:ha

cc H. S. Coulter
C. T. Keasey
Alfred W. Bates
Alfred Shirley

NOTED
H.S. COULTER

RECEIVED
AUG 21 1975
Office of
Assistant State Highway Engineer

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE August 19, 1975

TO Virgil Wilson
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 18513
Garden Valley Road-Fairgrounds Int. Sec.
Pacific Highway
Douglas County

I am enclosing copies of a packet of information received from Mr. Coulter in regard to the reconstruction of the radio tower to eliminate damages caused by our design of the Fairground Interchange Section.

You will note that there is a valid estimate from Pacific Tower Company of $23,750 for this work. Please contact Attorney Gordon Carlson and ask him to have his client sign a release based upon the State paying him to have the Pacific Northwest Tower do this construction.

JRO:ha
Att.
cc H. S. Coulter
C. T. Keasey
Alfred W. Bates

NOTED
H.S.COULTER

RECEIVED
AUG 19 1975
Office of
Assistant State Highway Engineer

8003

August 19, 1975

1080-K

Mrs. Shirley Bernau
823 S.E. Kane Street
Roseburg, OR 97470

Dear Mrs. Bernau:

I share your concern for safety during the blasting required to improve Interstate 5 at Mt. Nebo.

The nature of the rock in Mt. Nebo is such that there are many cracks and seams in all directions. During the blasting operation, it is possible for the gases resulting from the explosion to "blow out" at one or more of these seams and cause rock from the face of the mountain to fly in any direction. This cannot be predicted and engineers know of no practical solution to the problem in this situation.

The blasting procedures were very thoroughly investigated by the Accident Prevention Division of the Workmen's Compensation Board, the State Fire Marshal's office and state and local police. Their investigations indicated that all reasonable precautions were being taken to do the work as safely as possible. In addition to current procedures, in the future the contractor will notify the residents in the neighborhood opposite Mt. Nebo and across from the Umpqua River prior to each and every blast.

Sincerely,

Governor

RWS:sy

bcc: Department of Transportation
G. M. Baldwin
E. S. Hunter
H. S. Coulter
Alfred Shirley, Jr.

AS:dt dpy
(Prepared for the Governor's signature subject to his approval.)

[illegible]

Shirley Bernau (Mrs. Fred)
823 S. E. Kane Street
Roseburg, Oregon 97470

Please return original letter with reply.
Please prepare draft reply for Governor's signature by 8-18
Thank you.

TRANSPORTATION

RECEIVED
AUG 5 1975

August 1, 1975

The Honorable Robert W. Straub
Governor
Office of the Governor
State Capitol
Salem, OR 97310

Dear Governor Straub,

I am sending you some clippings of a highway project on I-5. The latest article, dated July 29, 1975, will demonstrate the fact that the blasting is still causing unsafe conditions in our area.

The article about the various official agencies which investigated the project is also included.

It is my hope that you as our governor will find a way to up-grade the safety standards for this project as it has proved to be a worry to the people living in our area. I know that you are a governor that believes in citizen involvement and appreciates letters from us. Also, I believe you to be a man of integrity and where others have failed to find solutions to this problem, you will not.

It is unthinkable that people must suffer as the articles demonstrate because of highway construction. The curve, in my opinion needed to be straightened because of the accidents occurring on this part of I-5; however, the safety standards are not adequate to insure the safety of individuals during construction.

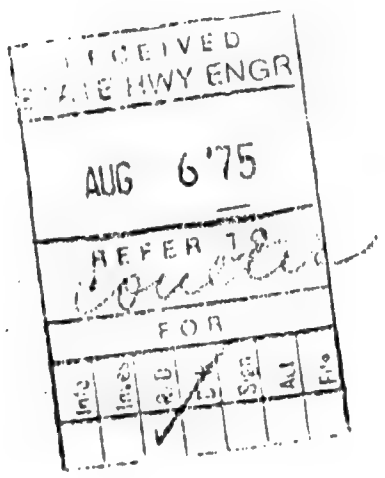
Persons in our area have complained about this project and its danger to us and I hope that you will consider our complaints and objections to it.

Thank you so much for your attention to this letter. I hope to be hearing from you soon.

Sincerely,

Shirley Bernau (Mrs. Fred)

SCB
Enclosures



H. S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 12, 1975

8-14-75 FILE: CON 5 #8003

REFER TO

J. B. Bengel w/file cy Keasey

BY ASST. STATE HWY. ENGR.

It would seem we have cc Radio Tower to remove — TAH HSC

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Interchange Section
Pacific Highway I-5
Contract No. 8003

TO: H. S. Coulter
Assistant State Highway Engineer

Attached is a report and data from Region III and Resident Engineer Al Bates regarding the KQEN radio tower and ground field located on and adjacent to the freeway in the southeast quadrant of the Fairgrounds Interchange.

This ground field was seriously damaged by the contractor's operations during the current construction project. However, that part would have required nearly complete reinstallation anyway since it would not be effective with the additional depth of cover caused by the overlay of the existing freeway pavement. Also the lines crossing the new northbound off ramp would have been cut by the required excavation.

The design of this existing ground field consists of a full circle of bare copper radial wires which extended entirely across the freeway pavement to at least the opposite ditch line and possibly up over the old cut slope on a 3^{0} spacing around the tower.

The repair of this ground field appears, under the circumstances, to be an obligation of the State under the original 1953 right-of-way deal.

The cost of making the necessary repair and replacement of the existing ground field was estimated by Pacific Tower Company, who apparently made the original installation, at $10,000 to $12,000. I do not believe, however, that consideration was given to the method which would be required to install the many wires one lane at a time under traffic.

The alternative is to construct a new tower at a further distance from the freeway with a proposed 200 ft. radius ground field. This would still encroach on the freeway right of way up to the edge of subgrade on the northbound off ramp, but except for some minor construction damage in about 1963, there has been no maintenance or repair required.

Construction of a new tower with a 200 ft. radius ground field as shown on the enclosed sketch has been quoted by Pacific Tower Company at $23,750.00. This does not include dismantling and removal of the existing tower, which, under this proposal, would become the property of the State.

RECEIVED

AUG 14 1975

Office of
Assistant State Highway Engineer

Because of the extreme difficulty in attempting to repair the existing ground field and the real, though somewhat improbable, cost of maintenance and repair if the system should so require it in the future, I recommend that we proceed with the second alternative of constructing a new tower.

Since new easements would apparently also be required at least from Douglas County for the revised ground field location, and since this type of work is so specialized, I also recommend that the matter be negotiated by our Right of Way people for a definite amount of money and that the radio station officials arrange for the new tower construction.

For your information, I am enclosing the Construction Section file on this matter.

CTK:fr

Att.

cc: J. X. Wilson

#9503

Hunter R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 16, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region III Engineer

SUBJECT: Mt. Nebo
Fallout Area
Garden Valley-Fairgrounds Int. Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

The Mt. Nebo section along I-5, Stations 2559 to 2579, is being constructed with a fallout area. The fallout area on the plans is 34 feet wide from edge of travel lane to toe of slope.

Rockfalls and ravel have been a problem in other areas of the State highway system. There have been serious accidents caused by falling rocks and rocks on the roadway.

One suggestion to alleviate the problem and reduce the possibility of rocks reaching the roadway would be to construct a positive barrier between the edge of the shoulder and the fallout area. The standard concrete shoulder barrier may not be high enough to do an adequate job of protection.

We suggest that a positive barrier eight to ten feet high be considered for this location. Your review of this proposal and recommendation would be appreciated.

RECEIVED
STATE HWY ENGR
JUL 28 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Art | File

JHV:we
cc: E. S. Hunter
C. T. Keasey
D. H. Moehring

7/25/75
c.c:

$00C

Versteeg - Keasey Hunter / Moehring } Prefer to review this when exc. work is complete on the mountain - 2 ± months

Bert S.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 16, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region III Engineer

SUBJECT: Mt. Nebo
Fallout Area
Garden Valley-Fairgrounds Int. Section
Pacific Highway
Douglas County

The Mt. Nebo section along I-5, Stations 2559 to 2579, is being constructed with a fallout area. The fallout area on the plans is 34 feet wide from edge of travel lane to toe of slope.

Rockfalls and ravel have been a problem in other areas of the State highway system. There have been serious accidents caused by falling rocks and rocks on the roadway.

One suggestion to alleviate the problem and reduce the possibility of rocks reaching the roadway would be to construct a positive barrier between the edge of the shoulder and the fallout area. The standard concrete shoulder barrier may not be high enough to do an adequate job of protection.

We suggest that a positive barrier eight to ten feet high be considered for this location. Your review of this proposal and recommendation would be appreciated.

JHV:we
cc: E. S. Hunter
C. T. Keasey
D. H. Moehring

RECEIVED
STATE HWY ENGR
JUL 16 '75
REFER TO
FOR
Info. Invest. R.D. D.R. Signl. Aud. Files

TF 8003

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 12, 1974

Salem, Oregon

FILE:

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. Alfred Shirley
Region 3 Engineer

SUBJECT:

Cranfill Gravel Bar Development
Umpqua River
Temporary Haul Road Bridge off Garden Valley Road

NOTED
E. S. HUNTER

The attached letter from the Coast Guard indicates that the Umpqua River at the site of the proposed Cranfill gravel bar bridge is not navigable and a permit for installation of this seasonal bridge is not necessary at this time.

RWE/ag

Attach.

cc E. S. Hunter
D. H. Moehring
B. D. Johnson w/attach.

RECEIVED
JUL 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 21, 1974

Commander
Thirteenth Coast Guard District
618 Second Avenue
Seattle, WA 98104

RECEIVED
JUN 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention Chief, Aids to Navigation Branch

Dear Sir:

Seasonal Structure
Umpqua River near Roseburg, Oregon
Permit Requirement

The Oregon State Highway Division wishes to provide for the construction of a temporary, seasonal bridge across the Umpqua River approximately 14.5 miles downstream from the I-5 bridge at Roseburg. The proposed construction site, known as Cranfill Bar, and the nature of the work are identified in the enclosed Vicinity Map, Site Plan, Descriptive Development Plan, and Profile & Typical Section Sketch (four copies each).

The purpose of the proposed construction is to permit contractor access to State-owned property to remove fill material which will be used in highway construction projects. The Highway Division desires temporary seasonal access each year until the material supply is exhausted or no longer required from this site. If constructed as proposed, the bridge will be in place over the waterway only during low-water periods, from June 15 to October 15 of each year. If unusual water conditions act to reduce the proposed 8-foot vertical clearance during this period, installation of the bridge will be deferred or the bridge will be removed from the waterway until the indicated minimum clearance can be maintained. The Highway Division believes that the clearances shown will involve no interference with any navigation possible at the site during the low-water period described.

Please advise us whether this proposed temporary construction requires a formal application for a permit for bridge

construction over navigable waters, including an environmental assessment, or an application for a temporary permit similar to that used for falsework.

Very truly yours,

Walter J. Hart
Bridge Engineer

By

R. W. Ellison
Bridge Administration Engineer

MEZ:kp
Enclosures
cc E. S. Hunter
Alfred Shirley
D. H. Moehring

#2003

Klaboe
TRA 15-7 R

July 1, 1975

Mr. L. W. Smith
Vice President
Sun Studs Inc.
P. O. Box 1127
Roseburg, OR 97470

NOTED
F. A. KLABOE

Dear Mr. Smith:

This will acknowlege your letter dated June 19, 1975, requesting establishment of a speed zone on Oregon 99 adjacent to your business.

During the current construction project on I-5 at Mt. Nebo, the freeway is sometimes closed to through traffic on various occasions. Freeway traffic is then detoured around the project on Oregon 99. For this reason, Mr. Fred Klaboe, State Highway Engineer, has deemed it necessary to install a temporary speed zone on Oregon 99 from the south city limits of Roseburg to the North Shady Interchange. The temporary speed zone will be 40 MPH and will be enforced throughout the duration of the Mt. Nebo Construction Project.

At the completion of the Mt. Nebo Construction Project, a speed zone investigation will be conducted to determine if a permanent speed zone is warranted.

Thank you for your interest in highway safety.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/RTS/ld

cc: Fred Klaboe
L. E. George
J. C. McCormick

RECEIVED
STATE HWY ENGR.
JUL 8 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUN STUDS, INC. | SUN VENEER DIV.

PHONE: GENERAL OFFICES 503-673-0141 • SALES 503-672-5059 • P. O. BOX 1127 • ROSEBURG, OREGON 97470

June 19, 1975

Mr. Alfred Shirley Jr.
Regional Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

We wish to call your attention to a dangerous highway situation which exists on Highway 99 adjacent to the entrance to our plant.

We have from 175 to 225 log trucks, 40 chip trucks, 9 bark trucks, 8 sawdust trucks, 25 veneer trucks and 6 lumber trucks per day. All of these trucks hace to pull out into the highway at the enterance to a plant which is at a curve in the road. There is not sufficient room for these trucks to safely pull out when the traffic on 99 is moving at 55 miles per hour.

We request that the highway department limit the speed in this dangerous area.

Very truly yours,

SUN STUDS, INC.

L. W. Smith
Vice President

LWS:ljg

ROSEBURG REGION
RECEIVED
JUN 20 1975
RE | RME | CE | TE
RUE | DES | RSR | FILE
ENV | FAE | RBI

II

R

In the CIRCUIT Court of the State of Oregon

for the County of DOUGLAS

JOE D. SPROLES

Plaintiff

vs.

GEORGE D. SPENCER, dba S. D. SPENCER & SON; THE OREGON STATE HIGHWAY DIVISION; and THE STATE OF OREGON by and through its DEPARTMENT OF TRANSPORTATION,

Defendants

No. 75-1104

SUMMONS

To George D. Spencer
4614 N.E. 72nd
Vancouver, Washington
98661

The Oregon State Highway Division, c/o Lee Johnson Attorney General for the State of Oregon

The State of Oregon by and through its Dept. of Transportation, c/o Lee Johnson Attorney General

Defendants

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff .. will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within *20 days weeks along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county in the state, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

/s/ Donald A. Buss
Of Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah) ss.

I, Donald A. Buss, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon, dated the* 20th *day of* June, 19 75

Donald A. Buss
of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant...,

and a copy of the within summons only upon the other defendant.. ,

of Attorneys for Plaintiff

Filed 7-15-75

BUSS, LEICHNER, [redacted], BARKER & BUONO
ATTORNEYS FOR PLAINTIFF
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-6368

NOTED
F. B. KLABOE

FORM No. 219.0—CIRCUIT COURT SUMMONS—For Service Inside or Outside State.
TA STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DOUGLAS

JOE D. SPROLES, Plaintiff, vs. GEORGE D. SPENCER, dba S. D. SPENCER & SON; THE OREGON STATE HIGHWAY DIVISION; and THE STATE OF OREGON by and through its DEPARTMENT OF TRANSPORTATION, Defendants.	No. COMPLAINT Action at Law for Personal and Psychic Damages

COMES NOW plaintiff and for his First Cause of Action complains and alleges:

COUNT ONE

I

Defendant George D. Spencer is a general contractor with principal office in the County of Clark, State of Washington. Said defendant is in the business of highway and other construction.

II

Defendant Oregon State Highway Division is a public body, a division of the Department of Transportation, State of Oregon, likewise a public body. The said Oregon State Highway Division consists of the Administrator of Highways, the State Highway Engineer, deputy engineers, assistant engineers, and all their employees or assistants; all pursuant to ORS 366.105.

III

Defendant State of Oregon is a governing body and includes

BUSS, LEICHNER, [illegible], BARKER & BUONO
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-0366

the defendant Department of Transportation. The said Department of Transportation consists of the Oregon Transportation Commission, the director and deputy director of the Department and all personnel employed in the Department. Said defendant has the duty of developing and maintaining a state transportation policy which encompasses economic efficiency, growth, safety and environmental quality, and administering the same.

IV

On or about the 22nd day of April, 1974, the defendant State of Oregon, by and through its Transportation Commission, did enter into an agreement with defendant George D. Spencer, contractor, wherein the said defendant agreed to perform and complete the work for a project theretofore proposed for excavating, grading, paving, structures, signing and illumination, upon the Garden Valley Road - Fairgrounds Interchange Section, Pacific Highway, Douglas County, Contract 8003. Said project included considerable excavation upon and adjacent to the Mount Nebo curve within the City of Roseburg, Oregon, a municipal corporation.

V

Said construction contract included in its terms the agreement of April 22, 1974, the special provisions and supplemental standard specifications for highway construction of the Oregon State Highway Division of March 28, 1974, the plans and specifications of the said project I-5-3(95)124, the standard specifications for highway construction entitled "Oregon - 1970", and all of the terms and requirements of the U.S. Department of Transportation,

BUSS, LEICHNER, [redacted], BARKER & BUONO
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-6368

Federal Highway Administration.

VI

On or about the 24th day of March, 1975, the defendants, and each of them, were conducting said construction project. The said project involved the removing of one million cubic yards of rock and earth from Mount Nebo, a mountain adjacent to and above the said I-5 Highway, at a point known as the Mount Nebo curve. This involved extensive blasting of rock and earth. The defendants were jointly conducting said blasting and rock and earth removal.

VII

At said time and place the defendants' activities were extra-hazardous; risk of harm and injury to person or property was foreseeable within the risk created by said extra-hazardous activity; and the defendants, and each of them, are strictly liable.

VIII

On or about the 24th day of March, 1975, when the plaintiff was a passenger in an automobile being driven along said highway at the Mount Nebo curve, and as a proximate result of the aforesaid extra-hazardous activities of the defendants, the plaintiff was caused to suffer personal injury when a rock struck said plaintiff causing said plaintiff to suffer a ruptured bronchus from chest trauma, a myocardial contusion, contusion to his lung, laceration of his tongue, chest pains, loosened teeth, and contusions and abrasions to his head and body, from all of which he has suffered great pain, disfigurement, inconvenience and anxiety, and said

BUSS, LEICHNER, [illegible], BARKER & BUONO
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-6368

injuries are permanent; that plaintiff is of the age of ____ years, and has a life expectancy of ____ years, and by reason thereof, plaintiff has been damaged in the sum of $200,000.00.

IX

Because of the injuries received by plaintiff, it was necessary for the plaintiff to employ physicians and incur medical and hospital expenses, all to his special damage in the sum of $_____.

X

As a proximate cause of the aforesaid acts of negligence of the defendants, plaintiff has lost wages and earnings in the full sum of $_____, and will continue to lose wages and earnings in the future.

COUNT TWO

I

The plaintiff realleges paragraphs I, II, III, IV, V, VI, VIII, IX and X of his Count One of this complaint, the same as if fully set forth herein.

II

The sole, proximate cause of said accident and injuries to the plaintiff was the defendants' careless and negligent conduct, in that:

1. Defendants failed to re-route traffic through a place of safety.

2. Defendants failed to provide sufficient barricades to prevent flying and falling rock from coming down upon the plaintiff.

BUSS, LEICHNER, [illegible], BARKER & BUONO
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-6368

3. Defendants failed to see that the blasting activity was conducted with due are with regard to hazards existing to persons and property.

4. Defendants failed to warn plaintiff of the hazard of falling or hurled rocks.

5. Defendants failed to screen Mount Nebo hillside, to protect plaintiff and others traveling on said highway.

6. Defendants conducted said blasting activities at a time when the public would be using or would soon use and travel upon said highway.

7. Defendants conducted excavating activities adjacent to and above said highway at a time when the public would be using or would soon use and travel upon said highway.

8. Defendant failed to secure and remove loose rock adjacent to and above said highway at a time when the public would be using or would soon use and travel upon said highway.

9. Defendants failed to insure that excavation and rock removal activity was conducted with due care for hazards existing.

AND FOR A SECOND CAUSE OF ACTION, plaintiff alleges:

COUNT ONE

I

Plaintiff realleges the allegations contained in paragraphs I, II, III, IV, V, VI and VII of Count One of his First Cause of Action.

****

BUSS, LEICHNER, [illegible] BARKER & BUONO
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-6308

II

As a proximate cause of the activities of the defendants, Erin Elizabeth Sproles, the daughter of plaintiff, while sitting in the lap of plaintiff, was killed by a rock in plaintiff's presence. As a result thereof, plaintiff has suffered emotional trauma and psychic injury, all to his damage in the sum of $350,000.00.

COUNT TWO

I

Plaintiff realleges paragraphs I and II of Count One of his Second Cause of Action.

II

Plaintiff realleges the allegations contained in paragraph II of Count Two of his First Cause of Action.

WHEREFORE, the plaintiff demands judgment against the defendants, and each of them, in the sum of $200,000.00 general damages and $_____ special damages on his First Cause of Action, the sum of $350,000.00 on his Second Cause of Action, and for his costs and disbursements incurred herein.

BUSS, LEICHNER, BARKER & BUONO

/s/ Donald A. Buss

DONALD A. BUSS
Of Attorneys for Plaintiff

/s/ Norman L. Lindstedt

NORMAN L. LINDSTEDT
Of Attorneys for Plaintiff

BUSS, LEICHNER, BARKER & BUONO
ATTORNEYS AT LAW
1500 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-6360

STATE OF OREGON }
County of Multnomah } ss.

I, Joe D. Sproles, being first duly sworn,

say that I am the Plaintiff

in the within entitled proceeding and that the foregoing Complaint

is true as I verily believe

/s/ Joe D. Sproles

Subscribed and sworn before me this 18TH day of June, 19 75.

/s/ DONALD A. BUSS

(NOTARIAL SEAL) Notary Public for Oregon
My commission expires: 10-29-77

I hereby certify that I have prepared the foregoing copy of

Complaint

and have carefully compared the same with the original thereof; and that it is a correct copy therefrom and of the whole thereof.

Donald A. Buss

Of Attorneys for Plaintiff

I hereby certify that I served the foregoing

.....on the Attorney for the .....

by mailing to him a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope addressed as follows:.....

.....

his last known address, and deposited in the Post Office at Portland, Oregon on the .....day of

....., 19....., and that the postage thereon was prepaid.

.....

Of Attorneys for .....

Due service of the within .....

is hereby accepted in .....County, Oregon, this .....day of .....,

19..... by receiving a copy thereof, duly certified to as such by .....

.....of Attorneys for .....

BUSS, LEICHNER, ~~LINDSTEDT~~,
BARKER & BUONO
1508 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 223-6368

.....

Attorney for .....

8003 6-4-75 R

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(95)124

STATE PROJECT NO.: Garden Valley Road-Fairgrounds Road Section.

COUNTY NAME: Douglas

PROGRAM STAGE (Check): [ ] 1. [X] 2.

PROGRAM NO.:

ITEM NO.: I-775

FROM: G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	August 29, 1974	Interstate Route 5 / Pacific Highway Route 1

GENERAL LOCATION:

City of Roseburg

GENERAL DESCRIPTION OF WORK:

Adjustment in City of Roseburg's fire hydrant on Freeway Avenue. Reimbursement on a lump sum basis estimated at $750 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Utility Adjustment
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

In our August 29, 1974 letter of authorization (PR-1240) we overlooked including costs for the adjustment of the fire hydrant on Freeway Avenue as requested in the City of Roseburg's July 18, 1974 letter. This is to provide for the reimbursement of that additional cost.

RECEIVED
JUN 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENG
JUN 6 '75
REFER TO
FOR

Rubien - FAA
Copy - Chidsey
6-6-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-4-75	R Berglund	Division Engineer

FHWA 6-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8003

R

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

May 28, 1975

Mr. R. L. Schroeder
Assistant State Highway Engineer
State Highway Division
140 Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

We have reviewed the Final Supplemental Environmental Impact Statement for the Garden Valley Road-Fairgrounds Interchange, Pacific Highway I-5, in Douglas County.

We found the statement adequate and have no suggestions to offer on its contents.

Sincerely,

Ronald W. Hasselman

RONALD W. HASSELMAN, ASSISTANT
WATER RESOURCES ANALYST

cc Local Government Relations Division,
State Clearinghouse, Salem

Copy To Potter
5-29-75

Copy to [illegible]
6-2-75

RECEIVED
MAY 29 1975
[illegible]

NOTED
R. L. SCHROEDER

8003

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: FHWA-OR-EIS-73-03S
Garden Valley Road-Fairgrounds Interchange Sec.
Oregon Project I-5-3(95)124
Contract No. 8003

DATE: May 7, 1975

In reply refer to: 1041EC.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject supplemental environmental statement published in the Federal Register May 2, 1975 (19235) establishes April 21, 1975 as the date it was made available to the Council on Environmental Quality and your transmittal letter of April 23, 1975 establishes the date it was made available to commenting agencies and the public.

The 30-day period for this statement elapses May 24, 1975.

William H. Kappus
for G. L. Green

cc:
OSHD (L W Rulien)
OSHD (H S Coulter)
OSHD (C T Keasey)
OSHD (G Potter)
Region (10RC)

NOTED
L. L. JOHNSON

RECEIVED
MAY 8 '75
REFER TO
FOR
Info | Invest | R/D | D.E. | Sign | Act. | File

RECEIVED
MAY 9 1975
Office of
Assistant Division Engineer

NOTED
R. L. SCHROEDER

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 8003

April 30, 1975
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R. W. ELLISON

TO: Memorandum to the Files

SUBJECT:

Garden Valley-Fairgrounds Int. Sec.
Pacific Hwy.
Structural Steel Delivery

Ed Rief called today and informed me that on April 25 the ship (M. M. Dant) was loaded in Japan with structural steel for the South Umpqua River Bridge.

Anticipated arrival in Portland is during the period, May 10 to 12.

Ed Rief will inspect the steel upon arrival.

RWE/ag

cc E. S. Hunter
~~J. Jenkins~~
E. Rief
A. Shirley
L. L. Wallace
A. Bates
H. A. Schell-FHWA
W. Ikola

NOTED
E. S. HUNTER

RECEIVED
MAY 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-03

R

Roseburg Area Chamber of Commerce

RIVERSIDE PARK NORTH
PHONE (503) 672-2648

POST OFFICE BOX 1026
ROSEBURG, OREGON 97470

April 28, 1975

NOTED
H. S. COULTER

Mr. Otis Jordan
Spencer & Son Construction Co.
P. O. Box 982
Roseburg, Oregon

Dear Mr. Jordan:

The Board of Directors of the Chamber of Commerce, at their last regular meeting, had a chance to discuss the Mt. Nebo Construction project. Prior to the beginning of the project, it seems much publicity was given in an effort to inform people this would be a dangerous project because of the unstable conditions that exist within the mountain formation.

During the construction, there has been much conversation about the placement of rock. Public concern seems to peak at this time and therefore, has placed much burden on the contractor doing the job for the State Highway Division.

Therefore, the Board of Directors wish to take this letter as a method of complimenting S. D. Spencer & Sons Construction Company for the way management has handled the project, plus many touchy situations involving the public.

Sincerely,

Bob Feldkamp

B. D. Feldkamp,
President

db

RECEIVED
MAY 1975

cc: SHIRLEY

cc: Kleber
Keasey
Coulter

#F7013

R

Robert W. Straub
XXXXXXXXXX

April 23, 1975

Dear Sir:

The enclosed copy of the Final Supplemental Environmental Impact Statement for Garden Valley Road-Fairgrounds Interchange section in Douglas County, Oregon, has been adopted by the Federal Highway Administration and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the President's Council on Environmental Quality, 722 Jackson Place, N.W., Washington, D.C. 20006, no later than May 26, 1975. This office would appreciate a copy of your comments.

Sincerely,

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc: F. B. Klaboe
Glen L. Green-FHWA
Gary A. Potter
L. W. Rulien
J. H. Versteeg
Alfred Shirley, Jr.

NOTE: *This letter was sent to all interested persons, agencies, others, who had commented on earlier statements--list is on file in Environmental Section.*

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: April 21, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley Road - Fairgrounds Road Sect
FHWA-OR-EIS-73-02FS

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject statement was forwarded to CEQ on April 15, 1975, and we are now furnishing you a signed title sheet so that final statement may be furnished to commenting agencies and the public for at least 30 days. Please furnish this office with a copy of your notification of distribution.

This office will advise the date you may advance this project, which will be the later of ----

30 days after statement was made available to CEQ, or

30 days after the date of your notification to commenting agencies and the public.

William H. Kappus
for G. L. Green

XC Rulien w/attach

RECEIVED
STATE HWY ENGR
APR 22 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

NOTED
R. L. SCHROEDER

RECEIVED
APR 23 1975
Office of
Assistant State Highway Engineer

DOT-FHWA-OR-EIS-74-03-3FS

GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE
ROSEBURG
PACIFIC HIGHWAY NO. 1 (I-5)
DOUGLAS COUNTY, OREGON

ADMINISTRATIVE ACTION

FINAL
SUPPLEMENTAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

SUBMITTED PURSUANT TO 42 U.S.C. 4332(2)(C), 23 U.S.C. 128(a) AND (when applicable) 49 U.S.C. 1653 (f) AND 16 U.S.C. 470(f).

1/27/75
Date

R. L. Schroeder
Assistant State Highway Engineer

1/15/75
Date

for M. E. Kapp Green
Region Administrator - FHWA

#9103

R

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
~~GOVERNOR~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 11, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Winchester-Garden Valley Section
Pacific Highway
Douglas County

Dear Mr. Green:

It is proposed that material from the Mt. Nebo cut on the Garden Valley Road Interchange-Fairgrounds Road Interchange Section be stockpiled for use by the contractor for the subject project.

This material is excess from that project and if not utilized constitutes a problem to dispose of in an environmentally acceptable manner.

The material is suitable for use as surfacing material. Utilization of it for this purpose will reduce the depletion of a natural resource were the materials to be disposed of in some other manner and another source used to furnish the materials for the subject project.

The site selected for the stockpiling is referred to as the Broad Street site. The site is on the right of way of the project just northerly of the Broad Street undercrossing on the west side of the highway.

Approximately 55,000 tons of paving aggregates and 11,000 tons of shoulder aggregate will be stockpiled there. After use the area will be cleaned up and seeded and mulched to remove the scar.

It is anticipated that a savings in the cost of the project will result by supplying the material in this manner. This saving is estimated to be $35,000 and results from the difference in haul from the nearest commercial source which is located near the Winchester Interchange.

RECEIVED
APR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We ask that you concur with our decision to provide surfacing materials for this project in this manner and grant approval to proceed with the proposal.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:we
bc: E. S. Hunter
G. A. Potter
L. W. Rulien
C. T. Keasey
Alfred Shirley
C. G. Swenson
L. K. Watson

H.S. Coulter

NOTED
H. S. COULTER

APR 11 1975

Chief
Asst. State Highway Engineer

The News-Review

Established 1867 | 85-75 | Roseburg, Oregon, Thursday, | 28 Pages | 15¢ Per Copy

DA Reports On Probe

Safety Procedures Followed

Blasting on Mt. Nebo in connection with the Interstate 5 freeway curve project is being done consistent with safety procedures, according to a 10-day investigation concluded Wednesday.

Douglas County District Attorney William Lasswell said this morning in reporting the conclusion of the investigation that several agencies with jurisdiction over various phases of the highway project have given S. D. Spencer and Son a "clean bill of health."

The Vancouver, Wash., construction firm is carrying out the project under a contract with the state to partially straighten out the curve for safety reasons.

Much of the work includes blasting away large portions of the mountain face on the freeway side and removing the rock.

Lasswell earlier this month asked local police agencies to conduct an investigation into the blasting to determine if there has been criminal negligence or violations of safety regulations.

The investigation was prompted mainly by an incident March 31 in which a rock from the project was thrown through the roof of a home at 107 SE Hoover Ave. across the South Umpqua River from the mountain.

No one was hurt in that incident nor in another earlier in which a rock went through a roof on W. Laurelwood Court.

On March 24, a 3-year-old Portland girl Erin Sproles, was killed when a rock went through the windshield of a car on Interstate 5 at the base of the mountain.

That incident was also a factor in justifying the investigation, but details of the accident were not probed in the DA investigation. The accident happened at night and has not been tied directly to the blasting, although the fatal rock did come from the mountain.

Investigators from the Oregon State Police and Roseburg City Police concentrated their inquires on the incident on Hoover Avenue, which was tied directly to the blasting.

The policemen, in a lengthy report, stated that the approximately three pound rock that flew about 1,000 feet from the project through the home's roof was apparently caused when the rock was forced out of a seam in the mountain by explosive gases.

The rock was weathered and did not come directly from the blasted area, according to city police detective Louis Boler and OSP Trooper Lawrence Small.

Lasswell had the rock on his desk this morning during a press conference.

In the investigation, which Lasswell called "impartial" but "aggressive," contacts were made with various agenices, including the state fire marshal's office, the state Highway Division, the state Workmen's Compensation Board and others. George Hageman, Salem, of the Workmen's Compensation Board was present at the press conference, as were the policemen.

Lasswell also said two independent blasting experts, Emerson Roberts of the DuPont company in Seattle, Wash., and Bud Hall of the Douglas County Public Works Department monitored the blasting.

The investigation also included probes into specific safety regulations, including one that a woven iron mat be used on all blasts to confine blast fragments.

Lasswell said it was learned that no mats had been used on the Mt. Nebo project because of electrically - detonated explosives.

He said the state fire marshal's office agreed that the mats would be a safety hazard.

The policemen also dispelled a rumor that the contractor has been using larger explosive charges than allowed. Actually, they said, the company has been using smaller charges than normally used.

There was also a rumor that a Spencer employe had quit because of unsafe work procedures, but Lasswell said the man had left because of pay complaints.

The police officers stated that because of the manner in which the blasting and rock removal is proceeding, the probability of flying rocks is now decreased, but is not eliminated.

The incidents that have happened as a result of the project are "maybe the price we pay for progress," Lasswell remarked.

It was concluded by the investigation, Lasswell said, that there is "really nothing Spencer can do" that has not been done in the way of safety.

He was critical of persons who stand across the river from the mountain to watch blasts and those who stand near windows to watch from nearby homes, which he said is a safety hazard that could and should be avoided.

Lasswell stressed that the investigation was undertaken to determine if there had been criminal negligence by S. D. Spencer and Son, and not to investigate civil liabilities by the company for damages

Committee OK's Insurance Tax

WASHINGTON (UPI) — The House Ways and Means Committee has tentatively approved an 8 per cent tax on group health insurance premiums to provide health insurance for more than 3 million unemployed workers.

First year benefits could total $2.8 billion, the committee staff estimated.

Although the tax would be levied on Blue Cross and commercial health insurers it would eventually be passed on to employers and workers, according to testimony by the insurance industry during hearings on the legislation.

The committee expects to complete action on the emergency legislation Monday.

Whatever emerges in the House is likely to run counter to legislation reported out by the Senate Labor and Public Welfare Committee. The financing mechanisms are sharply different.

A presidential veto is also a distinct possibility.

Health, Education and Welfare Secretary Caspar Weinberger told the committee in a letter of the administration's "strong opposition" to an earlier version of the bill.

Although that version was [illegible] revised during wee

The Weather

THURSDAY, APRIL 10
Partly sunny today. Fair tonight and Friday. High today near 60 and 60 to 65 Friday. Low tonight 30-35. Light winds. Chance of [illegible]

In Today's Paper

Thursday, April 10

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The News-Review

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DA Reports On Probe

Safety Procedures Followed

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A presidential veto is also a distinct possibility.

Health, Education and Welfare Secretary Caspar Weinberger told the committee in a letter of the administration's "strong opposition" to an earlier version of the bill.

Although that version was radically revised during Wednesday's mark-up session, administration opposition is not likely to diminish.

The Weather

THURSDAY, APRIL 10

Partly sunny today. Fair tonight and Friday. High today near 60 and 60 to 65 Friday. Low tonight 30-35. Light winds. Chance of measurable precipitation 10% through Friday.

Additional weather information on page 18.

In Today's Paper

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22nd Anniversary Sale

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Ford To Renew Plea For Viet Military Aid

WASHINGTON (UPI) — President Ford will renew his request for additional military aid for South Vietnam when he tographers today were admitted to the Oval Office where Ford was meeting with Secretary of State Henry A Southeast Asia have been shaken.

8003

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
H. S. COULTER

April 10, 1975

Mr. H. S. Coulter
Assistant State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Garden Valley Road-Fairgrounds
Interchange Pacific Highway (I-5)
Haul Adjustment Price Agreement
No. 30 - Contract No. 8003

Copy me Leg 8

Dear Mr. Coulter

You have asked my opinion as to the nature and extent of our liabilities for the change in waste area sites from the contractor's originally selected site to the Douglas County Fairground site now being used.

It is my opinion that the state is liable to the contractor for all additional disposal costs incurred by the contractor in excess of the costs he would have incurred had he been allowed to dispose of the "discretionary" material from Mt. Nebo on the Spencer Option-Gaddis Park site.

The contract provides that most of the material to be disposed of would be disposed of at the discretion of the contractor. This opinion refers only to that "discretionary" material.

The contract provides for disposal of some of the material at the "mandatory" sites. We are not liable for any costs outside of the contract provisions with regard to that material.

The haul route and the disposal site for the "discretionary" material was subject to the approval of the project engineer. However, it is clear that that approval could not be withheld if appropriate permits were obtained and safety regulations complied with. It was clearly the intent of the bidders and the Oregon State Highway Division at the time the job was put out for bid that the location of a site for disposal of the "discretionary" material was a considerable element in the competitiveness of the bidding.

Upon being awarded the contracts Spencer & Sons, Inc. did all the

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Office of
Asst. State Highway Engineer

things necessary to dispose of the material on the so-called Spencer Option-Gaddis Park site. They entered into an option to purchase a portion of the site and an agreement with the city of Roseburg to use the balance of it. There was no reason why the project engineer for the Oregon State Highway Division could decline to approve that site. But for the judicial injunction that intervened, Spencer & Sons, Inc. could have and would have disposed of all of this "discretionary" material from Mt. Nebo at that site.

On July 26, 1974, the United States District Court for the Distict of Oregon in a case entitled Paul Jackson, et al v. Claude S. Brinegar, et al, Civil Case No. 74-457, entered an order enjoining the use of the Spencer Option-Gaddis Park property as a disposal site. The reason the court entered that order is that the National Environmental Protection Act required discussion in the environmental impact statement of the haul route and disposal sites for such large amounts of material. The court found that the environmental impact statement originally prepared did not discuss the impact on the environment of moving several hundred thousand cubic yards of rock from Mt. Nebo to the Spencer Option-Gaddis Park site. The court found that "we", that is the Oregon State Highway Division, were in violation of the National Environmental Protection Act because of the defect in our environmental impact statement and enjoined the use of that site. It was our duty to include a discussion of all of the major disposal sites in the environmental impact statement and we failed to do so.

The failure of the Oregon State Highway Division to discuss the environmental impact of moving and disposing of that material resulted in Spencer & Sons, Inc. being required to dispose of that material at an alternate site. The alternate site is the Douglas County Fairgrounds for most of the material. I understand that the haul costs to the alternate site were higher than they could reasonably have been expected for hauling to the Spencer Option-Gaddis Park site. It is therefore my opinion that all additional costs incurred by the contractor, including haul costs, by being required to use the alternative disposal site are the liability of the Oregon State Highway Division.

Sincerely

John Leahy

John Leahy
Chief Trial Counsel

df

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

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DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 10, 1975

Honorable James Burns
United States District Court
District of Oregon
P. O. Box 1150
Portland, Oregon 97205

Re: Paul Jackson et al, v. Claude S. Brinegor et al,
Civil No. 74-457

Dear Judge Burns

Enclosed for filing is a copy of the Final Supplemental Environmental Impact Statement approved on January 27, 1975, by the Oregon Highway Division. Since that time the statement has been processed through the division office and the regional office of the Federal Highway Administration and is presently being processed by the Washington, D. C. office of the Federal Highway Administration. We are hopeful that it will receive that final approval shortly.

You will recall that the court's oral order of July 26, 1974, which was confirmed by written order of December 16, 1974, prohibited the use of the site which has been referred to as the Gaddis Park-Spencer Option site for disposal of the material removed from Mt. Nebo. The project has continued to progress by using other disposal sites provided in the contract and discussed in the original Environmental Impact Statement. Of course, the Spencer Option-Gaddis Park site has been abandoned as a disposal site and there has been no material disposed there nor is there any intention to dispose of any material there. A large portion of the material has been disposed of on the Douglas County Fairgrounds which everybody involved believes will result in an improvement to those premises.

When the Final Supplemental Envirovmental Impact Statement receives its final approval by the Federal Highway Administration in Washington, D.C. the defendants in the above matter intend to

NOTED
F. B. KLABOE

move the court to dissolve the previous preliminary injunction and to dismiss the case. We understand that there will be no opposition from the plaintiff.

Sincerely

John Leahy
Chief Trial Counsel

ph

Enclosure

cc: Jack Collins
Charles Merten
Daniel Seifer
Jim Zotter
Fred Klaboe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

April 9, 1975

FILE: CON 5

ORIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: Blasting Procedures
Garden Valley-Fairgrounds Sec.
Pacific Highway (I-5)
Douglas County
Contract No. 8003

NOTED
H. S. COULTER

On the afternoon of April 4, 1975, a meeting was held in the construction office of S. D. Spencer to discuss past and proposed blasting techniques on the subject project. Those in attendance were as follows:

Otis Jordan	S. D. Spencer Supt.
Jack Banta	Asst. District Attorney
Emerson Roberts	Dupont Co.
Bob Muir	" "
Gordon Carlson	S. D. Spencer Attorney
Larry Small	Oregon State Police Trooper
Lou Boler	Roseburg Police Officer
Alfred Shirley	Regional Engineer
A. W. Bates	Resident Engineer
J. X. Wilson	Regional Construction Engineer

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Assistant State Highway Engineer

On a blackboard, Messrs. Roberts and Jordan demonstrated blasting procedures that have been employed in work to date. Mr. Roberts also showed how occasional flying rock could result from relatively small open seams or from clay seams six inches or larger in width during blasting. Means to reduce the likelihood of "fliers" were brought out such as locating seams during drilling so these areas can be stemmed in a process called "deck loading" to prevent the escape of gas on detonation. To accomplish this end, it is proposed that drilling will be done on a single shift basis using the same five drillers and two foremen for all the work. Also, drilling is to be done only during daylight hours. This is intended to insure all significant seams will be located and treated properly and that all holes will be put down in the proper alignment.

The use of blasting mats was thoroughly discussed with the conclusion that their use in blasting on such a large scale is completely impractical. To be effective, mats are extremely heavy and placement has proven to disrupt continuity in the blasting cap wiring through either physical damage or electrical shorting. Lighter weight, non-metallic mats have proven to be not capable of containing the blast energy.

Other items of interest brought out at this meeting are as follows:

1. Dupont has had three experts on the project from the beginning. Mr. M. E. Swanson makes twice monthly calls and was involved in pre-blasting planning; Mr. Al Evert, Dupont's world-wide expert, has been on the job twice for blasting review; and Bob Muir has been on the project on the average of once a week for technical assistance.

2. For the type of rock in Mt. Nebo, the usual powder ratio is 1 lb. per cu. yd. while Spencer is using only 0.4 lb. per cu. yd. This should preclude any claim of over shooting.

3. The blasting foreman, Bill Moreland, has 30 years in the business and is still all in one piece. The Dupont people feel this point clearly indicates a man with great respect for and skill with powder.

The conclusions reached as a result of this meeting are basically that Dupont experts can find no real fault with the contractor's operation and with the exception of the modification of the drilling procedure, no changes are anticipated or needed.

JXW/cw

cc F. B. Klaboe
H. S. Coulter ✓
C. T. Keasey
A. W. Bates

4-4-75
cy John Eanly - Comp. info. —

FORM 01 7 14 30 10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 4, 1975

FILE: CON 5 #8003

FROM: C. T. Kease
Construction Engineer

TO: MEMO TO THE FILES

SUBJECT: Garden Valley Rd.-Fairgrounds Sect.
Pacific Highway, I-5
Contract No. 8003
S. D. Spencer & Sons
Re: Fatal Accident 3-24-75
Erin Sproles

I received a call from Mr. Norman Lindstedt, Attorney representing Mr. & Mrs. Joseph Sproles and their deceased daughter, Erin Sproles, at 3:10 P.M. April 4, 1975, requesting a list of subcontractors on the subject project. After checking with Assistant Attorney General Pat Randolph, I called Mr. Lindstedt back at 223-6368 in Portland and gave him the information on the attached sheet which lists subcontracts for which consent has been given, the bid items affected and a brief description of the work covered.

CTK:fr

Att.

cc: H. S. Coulter
Alfred Shirley, Jr.
Al Bates
Pat Randolph

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Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

Garden Valley Road-Fairgrounds Section

Contract No. 8003

Subcontracts

1. Don L. Cooney, Inc., part of item 111,
   Structural Steel Erection.

2. Sims Electric, Items 9, 10, 11, 96, 97, 117, 133, 134, 135, 149, 150, 151, 168, 169, 170, 188, 201, 203, 204, 205, 206, 207 and 208.
   Illumination, Electrical Signing & Signals.

3. Roseburg Paving Company, part of items 12, 28, 32 and 34.
   Early paving work.

4. A-1 Sandblasting and Steam Cleaning, part of items 104, 125, 142, 160, 178, 111 and 86.
   Painting - Concrete surfaces, median barrier & Structural Steel.

5. Anderson Erosion Control, No. 98.
   Seeding and Mulching.

8003

April 3, 1975

Buss, Leichner, Lindstedt,
Barker & Buono
Attorneys at Law
1508 Standard Plaza
Portland, OR 97204

Attention: Norman L. Lindstedt

Subject: Contract No. 8003 - Douglas County
Garden Valley Rd.-Fairgrounds Interchange Section
Pacific Highway

Gentlemen:

As requested in your letter of April 2, we are forwarding to you the following items pertaining to the S.D. Spencer & Son contract:

1. Standard Specifications for Highway Construction 1970,

2. Certified copy of contract and bond,

3. Special Provisions and Supplemental Standard Specifications, and

4. One set of plans.

In our telephone conversation yesterday, you inquired about the subcontractors on this project. I would suggest that you contact Mr. C.T. Keasey, Construction Engineer, concerning the subcontractors.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

bc F. B. Klaboe
Walt Barrie

BUSS, LEICHNER, LINDSTEDT, BARKER & BUONO
ATTORNEYS AT LAW
1508 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE 223-6368
AREA CODE 503

DONALD A. BUSS
CURTIS W. LEICHNER
NORMAN L. LINDSTEDT
RALPH C. BARKER
DAVID J. BUONO

RICHARD O. NESTING

April 2, 1975

Transportation Commission
State of Oregon
121 State Highway Building
Salem, Oregon 97310

Attention: Cecil Head

Subject: Contract No. 8003 - Douglas County
Garden Valley Road, Fairgrounds Road Interchange,
Section of Pacific Highway

Gentlemen:

We represent Mr. and Mrs. Joseph Sproles and their deceased daughter, Erin Sproles. Confirming conversation of this date with Mr. Cecil Head we hereby request a copy of the Plans of Specifications, Special Provisions and Addendums in the matter of the above-captioned Contract. S.D. Spencer & Son is the general contractor.

Also, we would like to buy or be provided a copy of your book entitled, "Standard Specifications for Highway Construction 1970", with addendums or supplements. We would be pleased to pay for costs of photocopying and the cost of this publication.

Mr. Wally Antoni, our investigator, or someone from this office would be pleased to pick up these items if for some reason they cannot be mailed forthwith.

Very truly yours,

Norman L. Lindstedt

NLL:sjc

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Oregonian
04-2-75

Two rock incidents 'not related'

NOTED
H. S. COULTER

An incident in which a rock thrown by highway construction blasting damaged a Roseburg residence Monday is not related to the March 24 death of a Portland child killed when a rock crashed through the windshield of an automobile traveling on Interstate 5, Carroll Keasey, Salem, state highway construction engineer, said Tuesday.

The earlier incident occurred in Roseburg after the contractor, S.D. Spencer and Son of Vancouver, Wash., had shut down operations for the night, Keasey said.

"We are not sure how it (the rock weighing some 20 pounds) got out as far from the face of the bluff as it did," Keasey said.

Erin Sproles, 3, Portland, died in the accident when a rock crashed into the car as it was traveling north on I-5 near the construction area on Mt.Nebo.

A spokesman for the state Highway Division at Roseburg said last week that films of the area will be studied, but that it is doubtful the origin of the rock will be discovered.

Rocks have fallen in the area for a number of years prior to the road construction, Keasey said.

The second rock accident, however, was attributed to blasting where the contractor is removing the bluff to straighten I-5 at the south edge of Roseburg city limits.

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Rocks have fallen in the area for a number of years prior to the road construction, Keasey said.

The second rock accident, however, was attributed to blasting where the contractor is removing the bluff to straighten I-5 at the south edge of Roseburg city limits.

A rock estimated to weigh five pounds, was hurled 100 yards from the blasting area, across the South Umpqua River and into the home of Elvin and Gina Pierce. It landed in the room where the Pierces' 6-year-old son and a 4-year-old neighbor boy were playing. Neither was hurt.

"Material in Mt. Nebo is quite seamy and it is hard to control the blast condition of the mountain, which adds to the problems," Keasey said. "The contractor has been using good blasting practices all along."

Keasey said the contractor "must try to get the job done without damage to the surrounding area."

Otis Jordan, project superintendent for the contractor, said the company "has been exercising extreme care" in blasting.

"We have had 90 blasts to date and have moved over 600,000 yards of material," Jordan said. "This was one of those things that happen irrespective of how careful you are.

"We review blasting techniques on each and every shot. There was another Tuesday without problems."

Keasey said there is no way to complete the road reconstruction without blasting. Completion of the highway project is scheduled late in 1976.

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Assistant State Highway Engineer

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104 ADM. BLDG.
[illegible] OR 97310

inty

North Umpqua Highway in the Diamond Lake-Toketee area were shivering in low temperatures amidst a heavy snowpack. (News-Review photo by Don Folk)

view

20 Pages 15¢ Per Copy

Nebo Blast Throws Rock Into House

NOTED
H. S. COULTER

A routine blast at the Mt. Nebo freeway project in Roseburg Monday hurled a jagged piece of rock across the South Umpqua River and into an upstairs bedroom of a SE Hoover Avenue house.

Two small children in the house escaped injury when the rock landed several feet from them. The children's mother, Gina Pierce, 107 SE Hoover Ave., was in the house when the rock hit and also escaped injury.

Monday's incident is the second reported case of a rock thrown skyward by Mt. Nebo blasting colliding with a Roseburg house on its downward flight.

Crews for S. D. Spencer and Son, the Vancouver, Wash., contractor for the Mt. Nebo freeway curve straightening project, set off an explosion about 2:30 p.m. Monday. Seconds later, a softball-sized rock crashed through Mrs. Pierce's roof.

Mrs. Pierce told The News-Review that the rock landed close to where her 6-year-old son, Billy, was standing. Her 1-year-old son was also in the bedroom — located in the upper floor of the two-story dwelling — when the rock hit, she said.

The rock came to rest about 20 feet from a crib and a child's bed. Mrs. Pierce was downstairs, and her husband Elvin was at work, when the rock ripped through the ceiling.

"My children were standing up there when it happened. They could have been killed," Mrs. Pierce declared about an hour after the accident.

The rock incident was a "freak thing," Otis Jordan, Spencer and Son project manager, said today.

Jordan said about 5,000 pounds of nitrate explosives were used in the 2:30 blast. Some shots at the Mt. Nebo project have used as many as 12,000 pounds of explosives, he added.

Jordan said the Mt. Nebo blasts are quite small by construction industry standards, due to the close proximity of the site to Roseburg and other factors. Blasts using 20 to 30 tons of explosives are common in construciton work, he said.

Blasting is being done at the site to remove part of Mt. Nebo to reduce sharpness of the Interstate 5 curve around its base. Of the 1.2 million cubic yards of rock that will have to be removed as part of the $11.2 million project, about 600,000 cubic yards have been chopped away from the mountain so far, Jordan said.

Spencer and Son has set off about 90 explosions on Mt. Nebo so far, according to Jordan.

"You're going to get a few flyers, no matter how careful you are," he added.

The inconsistent density of Mt. Nebo rock, the fact that smaller blasts than normal must be used and other factors increase the chance of "flyers" at the Nebo project, the Spencer and Son engineer indicated.

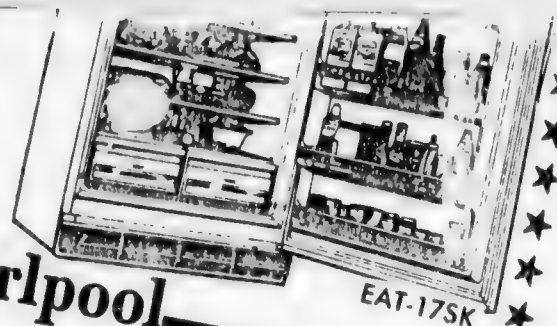
Representatives of Spencer and Son's insurance carrier were at the Pierce residence shortly after the accident was reported. Temporary repairs were made at the rented house, Monday, Jordan said.

In a similar incident, a rock estimated at 20-25 pounds went through the roof of Rollin Shafto's residence at 326 W. Laurelwood Court last month. No one was injured.

Needed

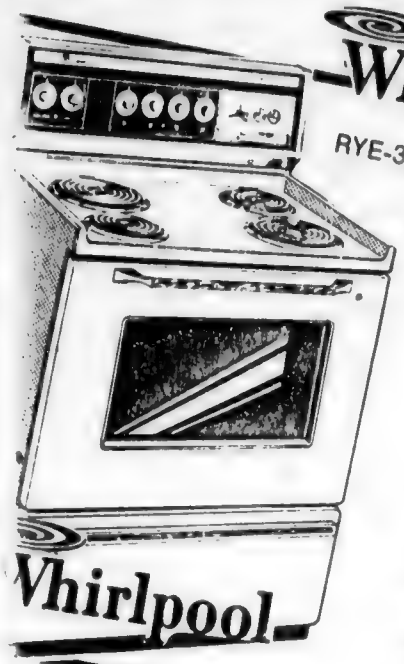
mmunities before boost consumer confidence

Features 4.79 cu. ft. freezer plus 12.31 cu. ft. of food storage, temp control console & slide out interior shelves. SAVE.



Whirlpool

EAT-17SK



RYE-3960

Whirlpool

30-IN ELECTRIC RANGE

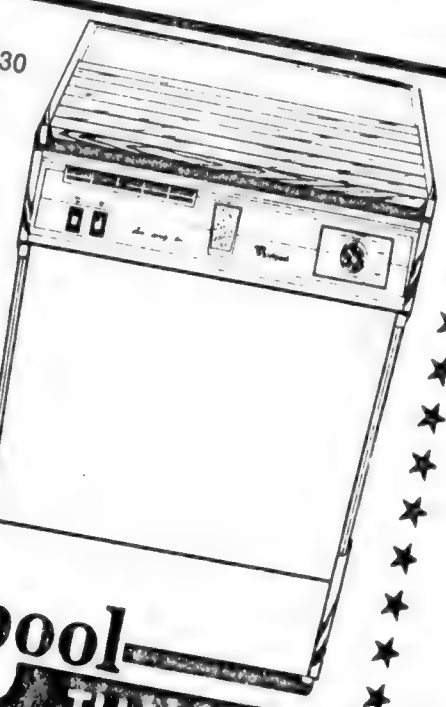
KMART IS YOUR SAVING PLACE

Imperial design control panel with full-width fluorescent light plus large oven window with screened pattern. SAVE

CYCLE
TABLE
WASHER
SEE OUR
OW PRICE

tering system
dial controls.
er tray.

SAF 330



Whirlpool

PORTLAND
2350 N.E. SANDY BLVD.
N.E. SANDY BLVD. & 122nd

TUALATIN
7655 S.W. NYBERG ROAD
I-5 SALEM HWY. & NYBERG RD.

...ed for the ...rom, warned, however, that Tri-Met might be operating special transportation pro... at the expense of its regular service.

"If you continue to branch off and scatter-blast on all these sexy projects," she said, "you are going to fall right on your face on your major responsibility."

Commissioner Charles Jordan, who introduced the resolution, said transportation for the handicapped and elderly is part of Tri-Met's basic responsibility.

Police told to look into road blasts

ROSEBURG (AP) — Dist. Atty. William Lasswell of Douglas County has ordered an investigation into blasting accidents at a freeway widening project at Mt. Nebo on the edge of Roseburg.

The $11.2 million project is under contract to S. D. Spencer & Son of Vancouver, Wash.

Lasswell asked both the Oregon State Police and Roseburg city police to investigate.

He said a blast sent a rock through a home occupied by Rollin Shafto last month. Another dynamite blast sent a rock crashing through the roof of a home occupied by Gina and Elvin Pierce on Monday.

In another accident not involving blasting, a rock from the mountain crashed through the windshield of a passing car, killing Erin Sproles, 3, of Portland on March 24. The windshield of a south-bound auto was smashed in a similar accident in January, but there were no injuries.

NOTED
H. S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 1, 1975

FILE:

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Mt. Nebo
Garden Valley Rd.-Fairground Rd. Int. Section
Pacific Highway
Douglas County

Mr. Stan Ausmus, Dept. of Geology and Mineral Industries, called today concerning the surplus material in Mt. Nebo. He had heard that the contractor was producing aggregate from this excess rock and selling it. It was his concern that this should be recognized as a commercial operation and that a surface mining permit would be required. Up to this point our roadbed cut in Mt. Nebo itself had been exempt from permit requirements because it was recognized as on-site construction.

Mr. Versteeg and Mr. Coulter were advised of my conversation with Mr. Ausmus. Mr. Coulter was going to check with Legal to see if there could be any problems if the contractor is required to get a permit. His concern was because of the court ruling, E.I.S., etc.

During conversation with Mr. Ausmus, I requested that he confer with us before he started any action to obtain a permit. He said he would.

DLT:jh
cc: H. S. Coulter
C. T. Keasey
Alfred Shirley

RECEIVED
APR 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

STATE OF ORE N
Highway Division

INTE FICE MEMO

TO: John Leahy, Chief Trial Counsel
Department of Justice

DATE: March 26, 1975

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Garden Valley Road-Fairgrounds Interchange
Pacific Highway (I-5)
Haul Adjustment, Price Agreement 30
Contract No. 8003

The Federal Highway Administration has requested further information to document the State's liability for the change in waste area sites from the contractor's originally selected site to the Fairgrounds site now being used.

Among other things, which are being provided by our Cost Analysis Unit, they request a legal opinion as to the nature and extent of our liabilities. The letter you wrote on November 29, 1974 to Daniel J. Seifer, memorializing the conclusions of the November 27 meeting, has been judged by the FHWA as not adequate to answer their needs.

Please provide us with a legal opinion on this matter which will satisfy the requirements.

CTK:fr ia

bc F. B. Klaboe
A. E. Johnson
R. L. Schroeder
C. T. Keasey
A. Shirley, Jr.

135-1387

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8003

Salem, Oregon
March 20, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Haul Adjustment P.A. 30
Contract No. 8003
Garden Valley Rd.-Fairgrounds Int.

TO: C. T. Keasey
Construction Engineer

I am advised Federal Highway Administration acceptance and participation in the $329,000 order will be held pending until additional information is furnished to document the $0.47 haul adjustment.

Cost Analysis will pursue answers to the following questions:

1. Verify that the Douglas County payments for developmental costs on the Fairgrounds are not included as costs for the expanded use of the Fairgrounds.

2. Furnish documentation of the purchase-resale agreement of Spencer on the Gaddis park site.

3. Verify that consideration was given to haul road development costs at the Gaddis site as was included as $34,000 in cost at the Fairgrounds.

4. Review the cost benefit to use the Fairgrounds site compared to the Gaddis site with the material distribution as we now know it.

The question the FHWA asked for review and response concerns an explanation of the State's liability for the change from the Gaddis site. The Federal Highway Administration requests a legal opinion from our attorneys as to the nature and extent of our liabilities. John Leahy has written one letter 29 November 1974 attached which was judged not adequate to answer their needs.

In the meantime, the price agreement has been approved and distributed.

JAB:ELJ:fr

Att.

cc: Alfred Shirley, Jr.
Ed Johnsen

Leahy 6346

November 29, 1974

Daniel J. Seifer
Attorney At Law
Kobin & Meyer
3800 610 SW Alder Street
Portland, Oregon 97205

Re: Garden Valley-Fairgrounds Interchange-Interstate 5

Dear Mr. Seifer

This will memorialize the conclusions of the meeting held at the Oregon State Highway Division office on November 27, 1974.

1. The persons present at that meeting were:

I. B. Klaboe, OSHD, A. E. Johnson, OSHD, Carroll Krage, OSHD, Scott Colter, OSHD, Dick Lenz, OSHD, Alfred Shirley, OSHD, E. X. Wilson, OSHD, Al Bates, OSHD, Glenn Hosmer, FHWA, Tom Lowe, FHWA, James Zotter, Attorney, FHWA Norman Robin and Daniel Seifer, Attorneys for Spencer and Son, George Spencer and Otis Jordan of Spencer and Son, and myself representing the OSHD.

2. Your client, George Spencer and Son, was assured by OSHD through Mr. Klaboe that OSHD does not at this time foresee any objections, nor do we presently have any objections to continuing the use of the Douglas County Fairgrounds site for the disposal of material from Mt. Adbo to the extent and in the manner desired by Douglas County. FHWA through Mr. James Zotter did not foresee any objections. Final firm approval of that site must await the final approval of the supplemental environmental impact statement, a draft of which is presently being circulated. This includes the operation of crushing machinery and hot plant equipment on that site and assumes appropriate local government approval.

3. Oregon State Highway Division acknowledges that they are liable for increased costs resulting from the use of that site as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. Zotter has agreed that your client is entitled to the extra land costs.

4. The Defendants in the U. S. District Court case will ask for delay of the trial until the final supplemental environmental impact statement is approved and filed at which time we will ask for dissolution of the preliminary injunction and dismissal of the case.

If this does not comply with your recollection of the meeting please advise forthwith.

Sincerely

John Leahy
Chief Trial Counsel

nd
cc: F. B. Klaboe
Walter L. Barrie
James Zotter

FORM E-30

OREGON STATE HIGHWAY DIVISION

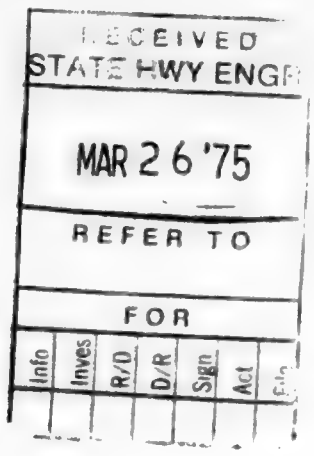
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 26, 1975

TO A. Shirley
Regional Engineer

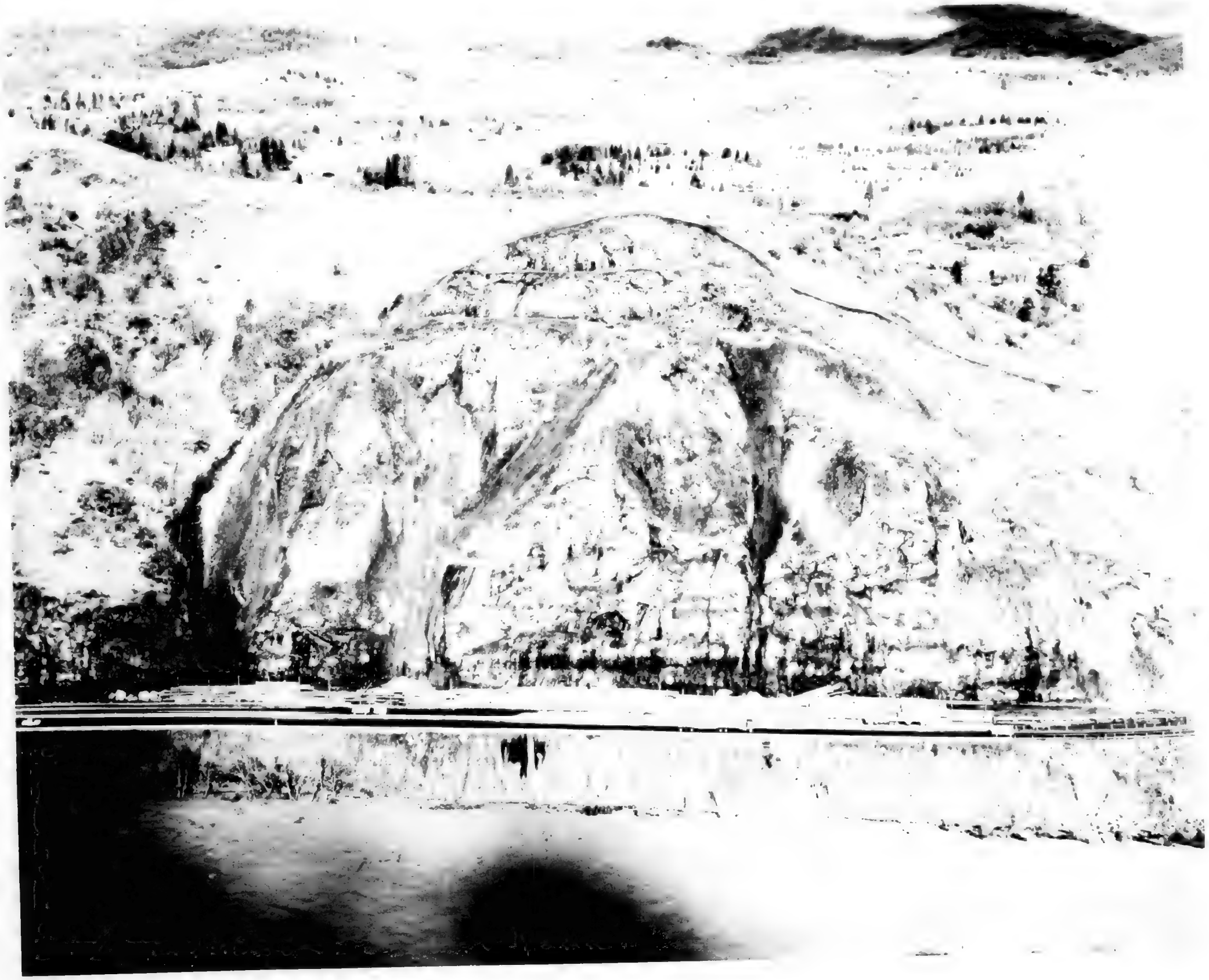
FROM J. B. Boyd
Right of Way Engineer

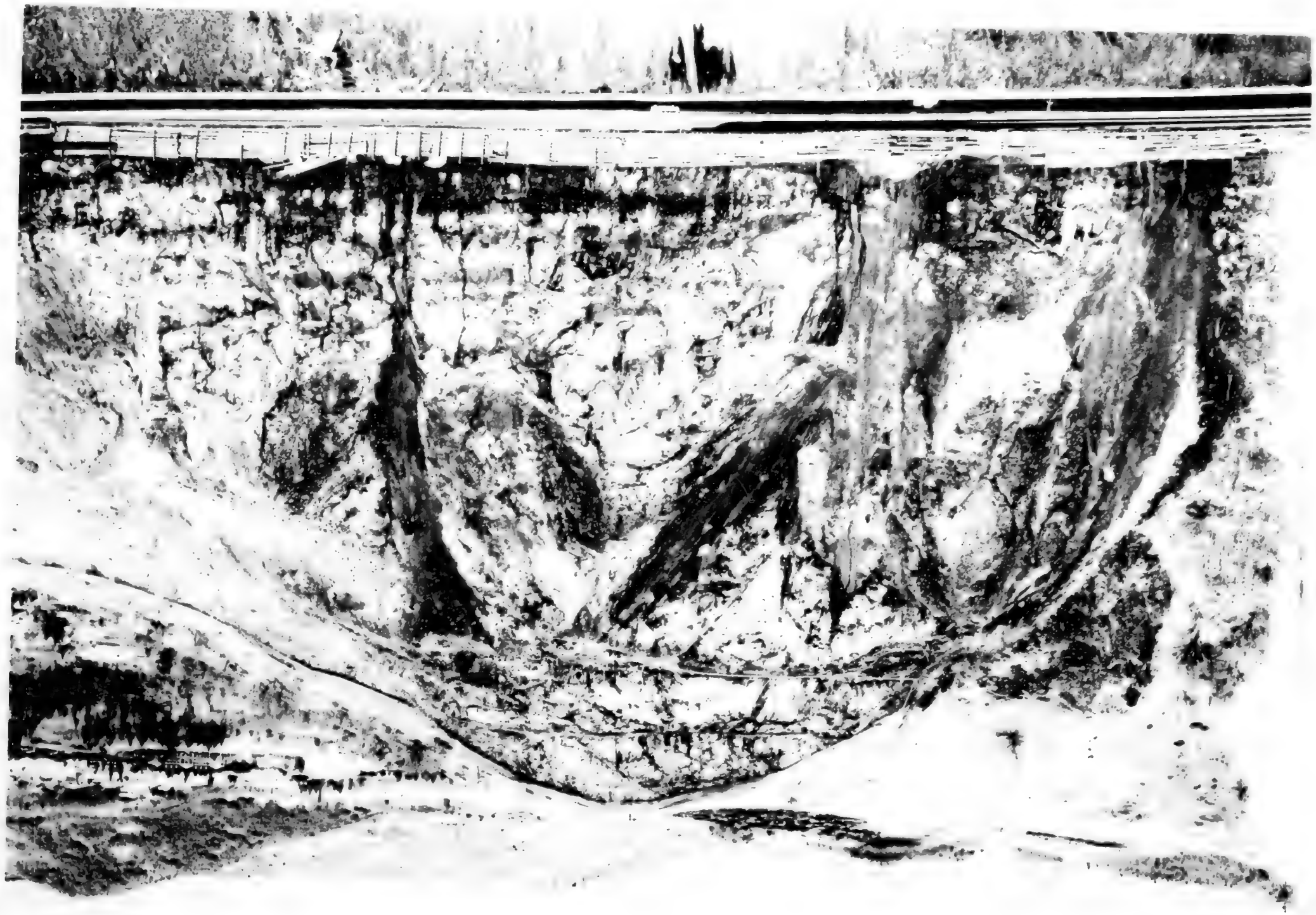


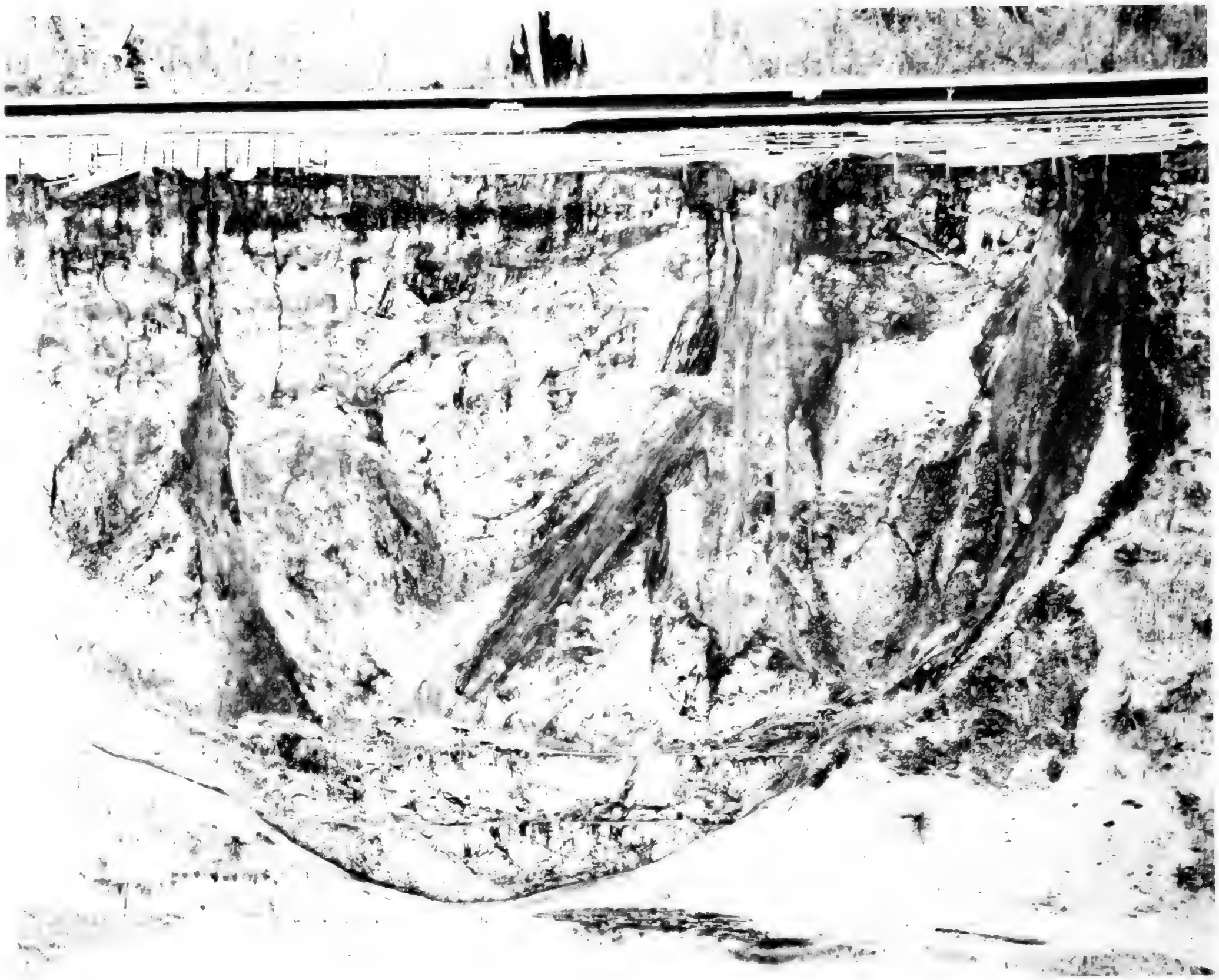
SUBJECT Camping Signs
Louse Creek Interchange
Pacific Highway

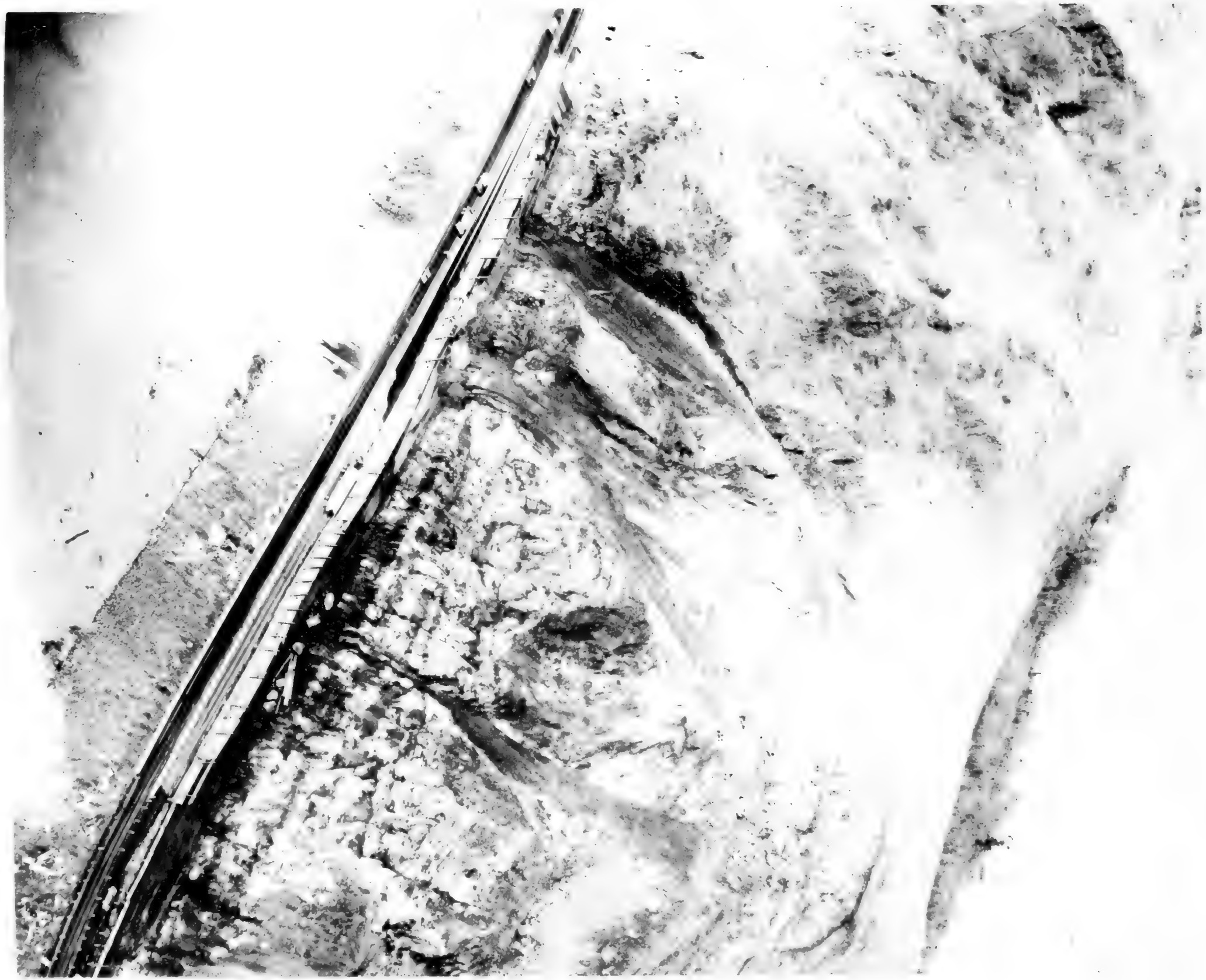
Please install "Camping" signs at station 987+00 southbound and 1095+00 northbound below existing "Gas Food" signs at Louse Creek Interchange. This is an interim solution until the next logo contract is complete. Completion for the coming tourist season is required. Follow up signing should be reviewed.

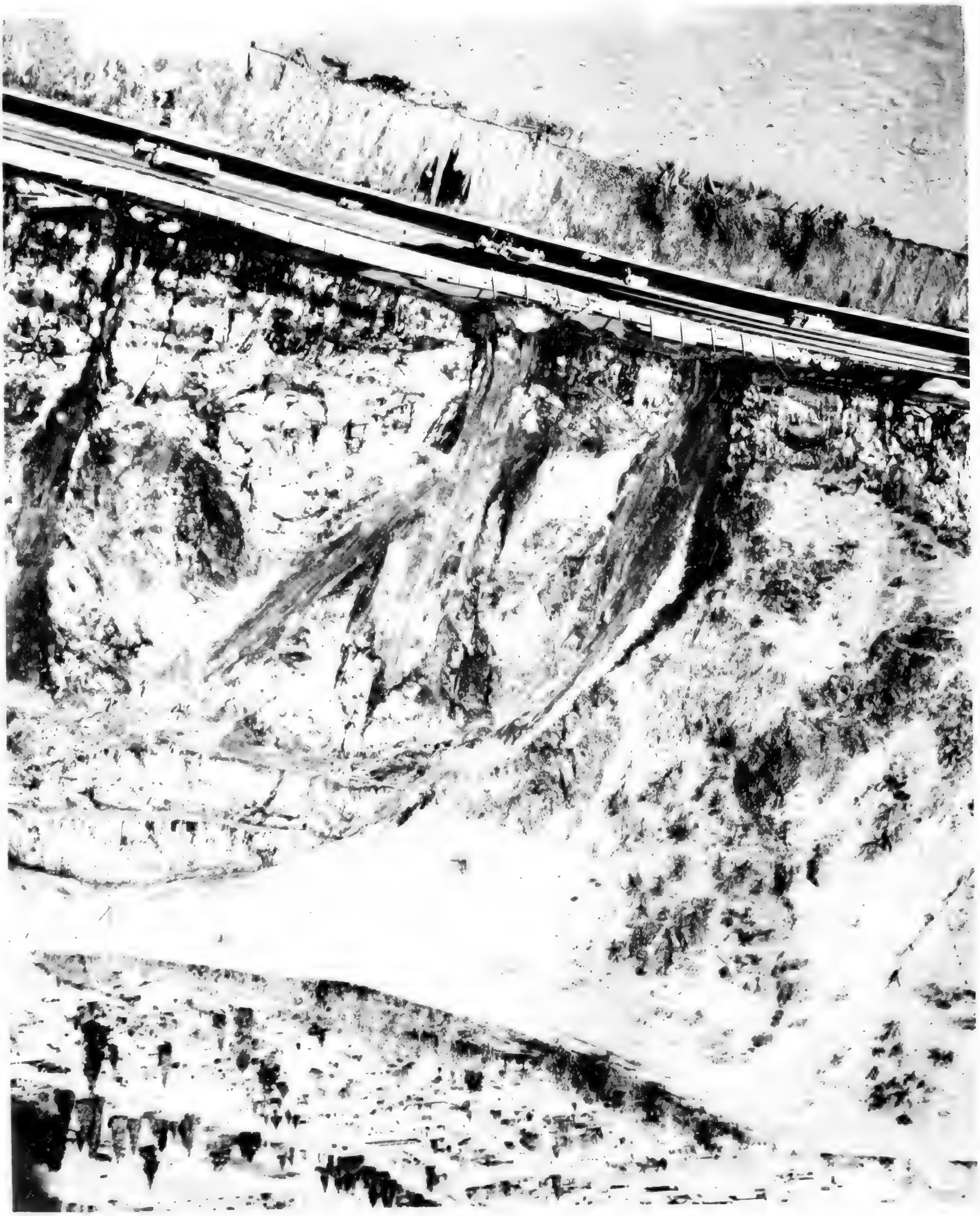
JBB:rk
cc: Rep. Cecil Johnson
Glen Jackson
F. B. Klaboe
R. L. Schroeder
Scott Coulter
L. E. George
Patty Calceterra - Insure that Mr. Ockenden request for camping logos is on the contract.

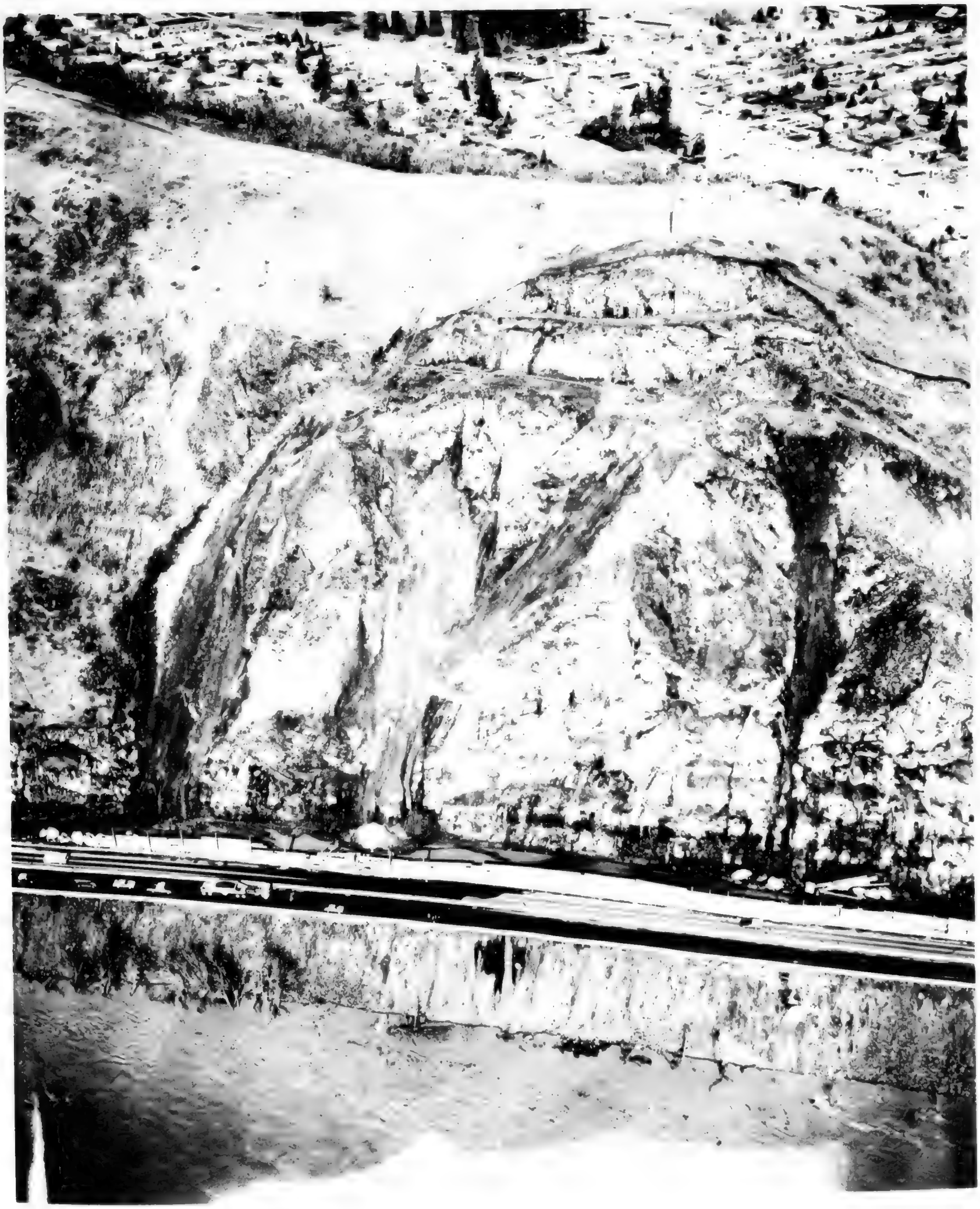


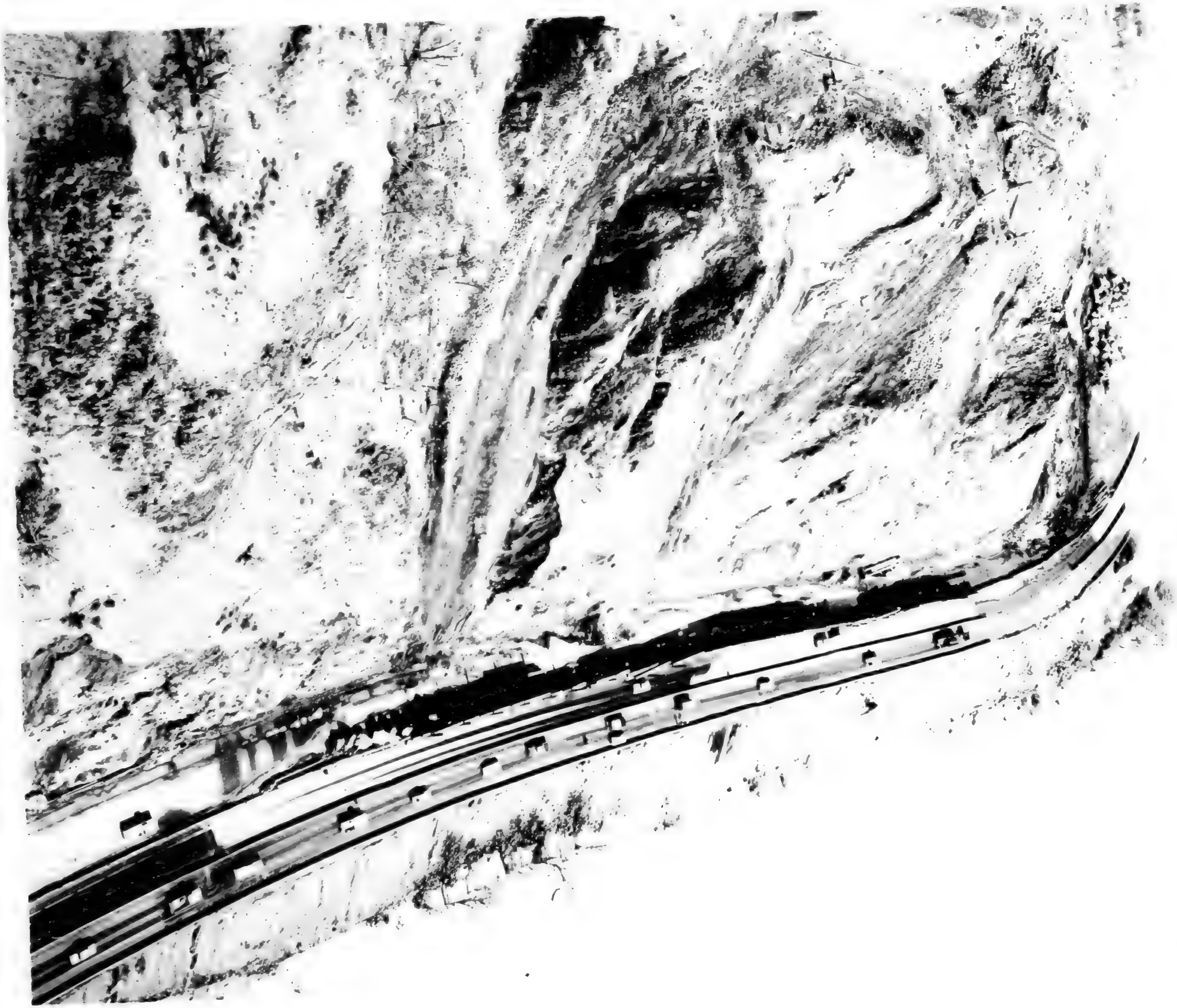












8003

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 25, 1975

FILE: CON 5

FROM: B.D. Johnson,
Asst. Resident Engineer

TO: Jack L. Sollis,
Asst. Attorney General

SUBJECT: Garden Valley Rd.-Fairgrounds Intr.
Pacific Highway
Douglas County
Contract 8003
Accident on Project

On March 24, 1975 at approximately 9:00 P.M., a fatal accident occurred in the northbound lane near engineer's station 2570±, which is located some 1,600 feet south of the Harvard Avenue overcrossing. Information obtained by this office indicates that the vehicle involved was travelling north when one or more falling rocks struck the auto. It is believed that one rock hit the windshield on the passenger's side which entered the vehicle striking two of the occupants causing the death of one Erin Sproles, age three, and injuries to Joseph P. Sproles. Mr. Sproles was admitted to a hospital. The deceased and injured were passengers in the front seat of the auto. Passengers in the back seat were Todd Sproles and Nicole Sproles. The driver was Duane Gerald Krigbaum. Reports indicate that there were no other injuries.

NOTED
L. L. JOHNSON

RECEIVED
STATE HWY ENGR
MAR 27 '75

REFER TO
AE
FOR

Info	Inves	R/D	D/R	Sign	Act

During the course of construction thus far on this project, personnel working out of this office have not noticed any ravel or falling rock reaching the travel way excpet during that time when traffic has been stopped for the contractor's blasting and some periods of time during excavation operations. It is the feeling of personnel in this office that late afternoon and evening rains may have dislodged rocks from the side of Mt. Nebo which may have caused the accident.

An inquiry was made at 3:30 P.M. this date as to Mr. Joseph Sproles' condition. The Hospital advised that Mr. Sproles was in intensive care and his condition was "guarded but stable".

Notifications of this accident were made by telephone to your office at 8:10 A.M. and to Mr. Jess McCavitt of Chubb Pacific Indemnity Group at 8:20 A.M. this date.

Enclosed for your information is a copy of the Roseburg Police Department Accident Report and a sketch as to locations of signs preceding the scene of the accident.

RECEIVED
APR 1 1975
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

cc: Alfred Shirley, Jr.
Chubb Pacific Attn: Bob Holman

3-25-75
CC: F.B. Klaboe ✓
Scott Coulter
C.T. Keasey
} Preliminary report only @ this time — Comprehensive report including photos will be forwarded as soon as possible. J.X.W.

CAR STOPPED

GARDEN VALLEY – FAIRGROUNDS

CONSTRUCTION SIGNS FACING NORTHBOUND TRAFFIC

24 MARCH 1975

1" = 500'

NORTHERLY

DO NOT PASS

DO NOT PASS

2580

DO NOT PASS

DO NOT PASS

2590

LT LANE CLOSED AHEAD

LT LANE CLOSED AHEAD

2600

CONST SPEED 40

CONST SPEED 40

SLOW NEON

FLASHER

ROAD CONST AHEAD

FLASHER

ROAD CONST AHEAD

ROAD CONSTRUCTION NEXT 3 MILES

2610

WARNING

FLASHER

ROAD CONSTRUCTION AHEAD

NEXT 3 MILES

2620

MATCH LINE

2620

2650

2660

2670

Accident Report — Police

STATE OF OREGON — ☒ FATAL ☐ INJURY ☐ PROP. DAMAGE — ROSEBURG P.D. (DEPARTMENT) — NO. 75-1653

DATE OF ACCIDENT	TIME OF ACCIDENT	ARRIVED AT SCENE	CITY	COUNTY	SHEET
07-24-75	9:00 ☒ P.M.	9:09 ☒ P.M.	ROSEBURG	DOUGLAS	1 OF 2 SHEET(S)

OCCURRED ON (Route Number or Name)	AT INTERSECTION OF (Route Number or Name)	DO NOT WRITE IN THIS SPACE
I-5 (North Bound)	N/A	

IF NOT AT INTERSECTION: ☐ FEET ☒ MILES ☒ N ☐ S ☐ E ☐ W OF Fairgrounds entrance to I-5 (N/B) (Intersecting highway or street, landmark, or house no.) MILE POST: 7/10

NEAREST CITY: MILES ☐ N ☐ S ☐ E ☐ W OF N/A

ACCIDENT INVOLVED MOTOR VEHICLE AND: ☐ One Other Vehicle ☐ Two or More Vehicles — ☐ Pedestrian ☐ Railroad Train ☐ Bicycle/Tricycle — ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision — ☐ Animal ☐ Animal-Drawn Vehicle ☒ Other falling rocks — ☐ City, County or State Property Damaged

CODE FOR INJURY (mark the first one that applies) K—DEAD BEFORE REPORT MADE; A—INCAPACITATED—Unconscious, Could Not Walk, Broken or Distorted Limbs, etc.; B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping; C—POSSIBLE—Momentary Unconsciousness, Complaint of Pain, Nausea, Hysteria; D—NO INJURY APPARENT

UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (Last)	(First)	(Middle)	ADDRESS
KRIGBAUM	GERALD	DUANE	2040 N.W. 135th Portland, Oregon

OPERATOR LICENCE NO.	STATE	☒ REGULAR ☐ OTHER	SPECIFY TYPE	DATE OF BIRTH	Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. O	SEAT BELT	AGE	SEX	INJ.
547815	Oreg		N/A	08-16-36		X	38	M	C

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT	SPROIES JOSEPH D.	4230 N.W. CARLTON CT, PORTLAND, OR	X	31	M	A
REAR LEFT	SPROIES TODD	4230 N.W. CARLTON CT, PORTLAND, OR	X	7	M	D
REAR CENTER						
REAR RIGHT	SPROIES NICOLE J	4230 N.W. CARLTON CT, PORTLAND, OR	X	5	F	D

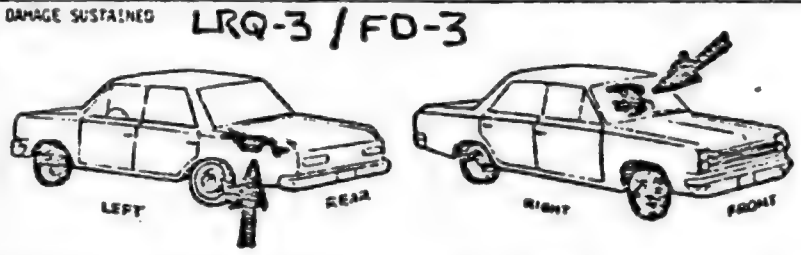
VEHICLE MAKE & MODEL	BODY STYLE	YEAR
CHEVROLET /	2D	75

LICENSE PLATE NUMBER	STATE	YEAR
HGY 033	OREG	

OWNER'S NAME AND ADDRESS: SPROIES, JOSEPH P. SAME AS ABOVE.

VEHICLE REMOVED BY/TO: DRIVER / DOUGLAS COMMUNITY HOSPITAL

DAMAGE SUSTAINED: LRQ-3 / FD-3



IS VEHICLE DRIVABLE? ☒ YES ☐ NO

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME: | ADDRESS:

OPERATOR LICENSE No.	STATE	REGULAR / OTHER	SPECIFY TYPE	DATE OF BIRTH	Place an O under SEAT BELT if not installed; X, if installed; XX, if in use. O	SEAT BELT	AGE	SEX	INJ.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX	INJ.
FRONT CENTER						
FRONT RIGHT						
REAR LEFT						
REAR CENTER						
REAR RIGHT						

VEHICLE MAKE & MODEL	BODY STYLE	YEAR

LICENSE PLATE NUMBER	STATE	YEAR

OWNER'S NAME AND ADDRESS:

VEHICLE REMOVED BY/TO:

DAMAGE SUSTAINED

IS VEHICLE DRIVABLE? ☐ YES ☐ NO

WEATHER (Check one)	ROAD COND. (Check one)	LIGHT COND. (Check one)
☐ CLEAR	☐ DRY	☐ DAYLIGHT
☒ RAINING	☒ WET	☐ DAWN OR DUSK
☐ SNOWING	☐ SNOWY	☐ DARKNESS, LIGHTED
☐ FOG	☐ ICY	☒ DARKNESS, UNLIGHTED
☐ OTHER.....	☐ OTHER.....	☐ OTHER.....

	UNIT 1	UNIT 2
SPEED PRIOR TO IMPACT (MPH)	est	
DISTANCE TRAVELED AFTER IMPACT (FT)	100'	
STATED SPEED BEFORE IMPACT (MPH)	40	
DESIGNATED SPEED IN AREA (MPH)	45	

FIRST AID GIVEN BY: MIKE MOHR / MOHRS AMBULANCE

INJURED TAKEN TO: Douglas Community Hospital

BY: Mohrs Ambulance Ser.

WITNESSES — NAME: SKEELS, RONALD DAVID — ADDRESS: 4190 NW CARLTON CT, PORTLAND, OREGON

NAME: — ADDRESS:

ACTIONS TAKEN (Arrests, etc.): NO ACTION TAKEN.

REPORTING OFFICER: TOEWS, STEVE - 180

DESCRIPTION & DIAGRAM OF ACCIDENT

NORTH

REF ATTACHED DIAGRAM

SUPPLEMENTARY REPORT

UNIT #1: DRIVER STATED HE WAS N/B ON I-5 AT 40 MPH WHEN ALL OF A SUDDEN THE WINDSHIELD EXPLODED AT WHICH TIME ALL HE OBS WAS WHITE SMOKE. VEH TRAVELLIED APPROX 100' FURTHER NORTH ON I-5 PRIOR TO COMMING TO A COMPLETE STOP. DRIVER ALSO STATED HE DID NOT OBS A ROCK ENTER VEH THROUGH WINDSHIELD NOR DID HE OBS THE ROCK STRIKE VICT.

WIT SKEELS: WIT STATED HE WAS DRIVING A VEH DIRECTLY BEHIND VEH #1 WHEN HE OBS THE BRAKE LIGHTS COME ON AT WHICH TIME SKEELS KNEW SOMETHING WAS WRONG. SKEELS THEN STATED VEH #1 PULLED OFF TO THE RIGHT OF THE ROAD. SKEELS DID NOT OBS ANY ROCKS STRIKE VEH #1 AT ANYTIME NOR DID HE OBS ANY ROCKS IN THE ROADWAY.

DECEASED: SPROLES, ERIN / TIME OF DEATH ESTIMATED TO BE 9:00 PM ON 03-24-75. CAUSE OF DEATH: FRACTURED SKULL AND BROKEN NECK FROM IMPACT OF FALLING ROCK. AGE 3.

INJURED: SPROLES, JOSEPH P. / INTERNAL CHEST INJURIES. ADDMITTED TO HOSPITAL.

ATTENDING DOCTOR: TOM SEDDON.

OFC INVESTIGATION: OFC TOOK NUMEROUS PHOTOS OF VEH (enterior & exterior) REMOVED ROCK FROM RIGHT FRONT FLOORBOARD. POI WAS ESTIMATED FROM STATEMENT OF DRIVER #1. DRIVER #1 WAS ASKED IF HE HAD BEEN DRINKING TO WHICH HE STATED HE HAD NOT BEEN AND OFC COULD NOT DETECT ANY ALCOHOLIC BEVERAGE ABOUT DRIVERS BREATH OR PERSON. OFC DID OBS THAT CONSTRUCTION PERSONNEL WERE OPERATING ROCK DRILLS ON NEBO AT TIME OF ACCIDENT, BUT IT IS UNK IF DRILLS HAD ANY DIRECT RESULT IN THE ACCIDENT OCCURING. IN OFC OPINION THIS ACCIDENT WAS AN UNAVOIDABLE ACCIDENT ON THE PART OF DRIVER #1.

ADDITIONAL: DUE TO AGE OF PASSENGERS IN REAR PORTION OF VEH #1 THEY WILL NOT BE INTERVIEWED CONCERNING INCIDENT. DUE TO INJURIES SUSTAINED BY SPROLES, JOSEPH IN ACCIDENT HE WAS UNABLE TO BE INTERVIEWED. (CONT'D)

ROSEBURG POLICE DEPARTMENT
774 S.E. ROSE STREET
ROSEBURG, OREGON 97470

A. Case Number	CONTINUATION
75-1653	
B. Classification	REPORT
II	

CHILDREN THAT WERE PASSENGERS IN REAR PORTION OF VEH #1 ARE BEING TAKEN CARE OF BY MR & MRS SKEELS OF 4180 NW CARLTON CT, PORTLAND (friends of Sproles family).

EVIDENCE: ONE ROCK TAGGED ON PROPERTY TAG #6917. ROCK CONTAINES HAIR, RED CLOTH SUBSTANCE AND GLASS FRAGMENTS.

VICT WAS PRONOUNCED DEAD BY DOCTOR GRAY.

ADDITIONAL: IT SHOULD BE NOTED THAT VEH #1 WAS ALSO STRUCK IN THE LEFT REAR PORTION BY ANOTHER ROCK CAUSING SUBSTANTIAL DAMAGE. SECOND ROCK WAS UNABLE TO BE LOCATED. MOTHER OF DECEASED WAS IN SKEELS VEH WHICH WAS A THIRD VEH IN A CARAVAN HEADING TO PORTLAND FROM RENO, NEVEDA.

OFC IS UNABLE TO DETERMINE EXACT POSITION OF DECEASED AT TIME OF IMPACT BUT IT IS BELIEVED SHE WAS SITTING ON LAP OF RIGHT FRONT PASSENGER (father).

Officer(s)	Off. I.D. Number	Prec/Div	Relief/Shift	Assn/Dist
STEVE	180	PATROL	III	II

8003

FARRELL & SPENCE
ATTORNEYS AT LAW
1243 S.E. DOUGLAS AVE.
P.O. BOX 96
ROSEBURG, OR 97470
503/672-3366

JAMES C. FARRELL
JAMES H. SPENCE

STATE HWY ENGR.
MAR 12'75
REFER TO
Bonnie
FOR
Info | Inves | R/D | D.R. | Sign | Ack | File

March 11, 1975

State of Oregon
State Highway Commission
135 State Highway Building
Salem, Oregon 97310

Re: The Berman Corporation

Gentlemen:

I have been retained by The Berman Corporation to represent it concerning interference with its operation of a Texaco service station near the Fairgrounds interchange off Interstate 5 near Roseburg.

That interchange is being used by the State in hauling materials from the Mt. Nebo project to straighten the freeway at that point. The constant use of that interchange by your trucks and other equipment has prevented customers from having adequate access to my clients place of business. As a result, his gas sales since July, 1974, through February, 1975, have decreased by a total of 65,742 gallons compared to the same period last year. The normal profit to the business is 12¢ per gallon, so that the total income lost during that period has been $7,889.04, not including losses from sales of products and services. The operating expenses have not materially decreased. In fact, they may have increased due to being open longer hours in an effort to bring in enough income to survive.

Pursuant to ORS 30.275, demand is hereby made upon you for reimbursement to my client of his damages in the amount of $7,889.04. Demand is further made that, if possible, you make some arrangements to rectify the situation so that the station will be able to stay in business and retain its gasoline allotment.

Very truly yours,

FARRELL & SPENCE

James H. Spence

JHS:db

FORM 31-7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 10, 1976

RECEIVED
MAR 11 1975
CONSTRUCTION SECTION

FILE:

FROM: Frank E. Terpin
Final Design Engineer

TO: Alfred Shirley Jr.
Region III Engineer

SUBJECT: Winchester Int.-Garden Valley Rd.
Pacific Highway
Douglas County

The end of the project on the named section will be Station 2492+50. This will avoid conflicts between two contractors working in the Garden Valley Road Interchange area and relieve congestion at the Harvard Interchange.

The contract on the Garden Valley Road-Fairgrounds Road Section should be extended back to Station 2492+50. The asphalt concrete overlay will be two inches southbound, three inches northbound and a one inch Class "E" open graded mix seal.

You should begin taking whatever action is required to accomplish adding the additional length to the project.

We will prepare plans and furnish them when they are completed.

RECEIVED
MAR 12 1975

LKW:we
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
G. A. Potter
C. G. Swenson
L. K. Watson

3-11-75
Bud Shirley
Negotiate P.A. with Spencer to extend G.V. Interch. - Fairgrounds project northerly to new limits indicated.

NOTED
H.S. COULTER

cc: H.S. Coulter

8003 Garden Valley Rd.-Fairgrounds 197
Int. Sec. of the Pacific Hwy.
(Grad., pav., struct., sign. & ill.)#6

C+17-1527
3-21-74

#8003

~~PRO 6-2~~

February 24, 1975

TO Mr. G. L. Greenough, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Final Environmental Impact Statement
Number FHWA-OR-EIS-74-03-3FS
Garden Valley Road-Fairgrounds
Interchange Section
Project I-5-3(95)124
Pacific Highway (I-5)
Douglas County

In compliance with FHPM 7-7-72, we are submitting sixteen (16) copies of the subject EIS.

We request a copy of the signed statement be returned to the Highway Division to complete our records.

DES:ljt

Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
County/City Unit
D. E. Swan
B. L. Gifford

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE

PACIFIC HIGHWAY I-5
DOUGLAS COUNTY
OREGON STATE HIGHWAY DIVISION
FEDERAL HIGHWAY ADMINISTRATION

GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE SECTION

ROSEBURG

PACIFIC HIGHWAY NO. 1 (I-5)

DOUGLAS COUNTY, OREGON

SUMMARY OF THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

1. Federal Highway Administration Administrative Action-Environmental Statement.

( ) Draft
(XX) Final
( ) Section 4(f) Statement attached

2. The individuals listed below may be contacted for additional information concerning the proposed action and the contents of this document.

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Telephone: 378-3832

Mr. Alfred Shirley
Regional Engineer, Oregon
State Highway Division
1523 S.E. Cobb Street
Roseburg, Oregon 97470
Telephone: 672-5441

Mr. Gary A. Potter
Manager, Environmental Section
Oregon State Highway Division
412 Highway Building
Salem, Oregon 97310
Telephone: 378-8486

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310
Telephone: 378-6563

3. The proposal, a portion of the Garden Valley-Fairgrounds Interchange project, in the city of Roseburg, Oregon, will remove approximately 1,170,000 cubic yards of material, after blasting, from the flank of Mt. Nebo in order to accommodate

a flattened curve on Interstate 5. Approximately 320,000 cubic yards of material will be utilized on the project, leaving 870,000 cubic yards of material to be hauled to mandatory major and minor waste disposal sites in Roseburg and Douglas County, as approved by the Oregon State Highway Division Regional Engineer. To date, 290,000 cubic yards have been placed in approved locations at the Douglas County Fairgrounds, and an additional 120,000 cubic yards have been approved for placement at this site.

4. Environmental impacts:

a. The major haul route will be an off-road route between Mt. Nebo and the fairgrounds. Impacts will be insignificant as the route will be placed in I-5 right-of-way which does not pass by any developed properties. The haul to Mercy Hospital and Hutchins' Oak Street Bridge site will disrupt traffic flows along Harvard Avenue. The level of impact will be limited, reflecting the small amount of material to be hauled.

b. Use of the fairgrounds disposal site will have a minimal impact on the floodplain, and there will be some visual impacts. The long-term impact of the fill is to increase the utility of the fairgrounds by increasing the usable area and protecting the fairgrounds property from floods.

c. Riparian vegetation at the Hutchins' Oak Street Bridge site will be removed. But this impact will be limited due to the size of the site and surrounding development.

d. Short-term visual impacts will be mitigated at all these sites as future development and landscaping are completed.

5. Alternative haul routes and waste disposal sites considered and discussed in the Draft Supplemental Statement include:

a. Sun Studs' site

b. Shaner's site

c. Loosley's site

d. Loosley-Allenby site

e. South (upstream) Fairgrounds site (mandatory)

f. North (downstream) Fairgrounds site (mandatory)

g. Expanded Fairgrounds site

h. Hutchins' Mt. Nebo site complex

i. Hutchins' Oak Street Bridge site

j. Spencer Option/Gaddis Park/City site

k. Mercy Medical Center site (mandatory)

l. St. Joseph's Church property site

m. Brown's site

n. Morgan's site

Sites approved by the regional engineer include:

a. Mercy Medical Center site

b. Expanded Fairgrounds site

c. Hutchins' Oak Street site

d. An additional amount will be crushed and sold to another contractor in the Roseburg area by the contractor on this project.

6. a. The following agencies and organizations were provided copies of this Final Supplemental Impact Statement:

United States Department of Agriculture
United States Department of Housing and Urban Development
United States Department of Commerce
United States Department of Interior

United States Coast Guard
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation
National Oceanic and Atmospheric Administration
Oregon Environmental Council
State of Oregon, Federal Aid Coordination Unit
Umpqua Regional Council of Governments
Douglas County Planning Commission
Roseburg Planning Commission
City of Roseburg
Sierra Club, Columbia Group

b. Agencies, organizations and individuals responding to the rough draft assessment (released July 19, 1974).

Public Agencies:

Oregon Department of Environmental Quality
Oregon State Game Commission
Umpqua Community College
City of Roseburg, Department of Public Works
U.S. Army Corps of Engineers

Private Organizations and Citizens:

Roseburg Area Chamber of Commerce
Rita Simpson
Lester Nilsen
Dennis Engeldorf
Ronald Poole
John and Joyce Pardon
Freda Munger
Stanley Donahoo, M.D.
Nellie Harmon
Harry Lindsay
D. L. Ingham
Robert Stults
C. O. Ross
Paul Jackson
Agnes Allen
Petition containing 630 unvalidated signatures
Mrs. Leo Sensabaugh
Selmar Hutchins
Mrs. David Ingham
Mrs. Fredrick Carton
Clarice Osborne
Frederick Carton
Harrison Munger
Daphne Riffe
E. A. Bloom

Mrs. Harriet Booth
Oregon Environmental Council
George LaGrander

c. Agencies, organizations and individuals responding to the

Draft Supplemental E.I.S.

Public Agencies:

U.S. Department of the Interior
U.S. Department of Commerce
U.S. Coast Guard
State Clearinghouse
Oregon Fish Commission
Oregon Department of Geology and Mineral Industries
Department of Environmental Quality
City of Roseburg, City Attorney
City of Roseburg, Department of Public Works (11/6/74)
City of Roseburg, Department of Public Works (12/23/74)

Private Organizations and Citizens:

Milton Schweppe
Mildred R. Schneider
Jacqueline Davidson
Evelyn Doyle
Sue Brooks
Everett Mauch
Mary Ellen Collison
Agnes Allan
Mr. and Mrs. Allan Sullivan
Mrs. Daphne Riffe
Paul Jackson
Mary Olson
Charles E. Long
Billie Johnson
Virgie Whitsett
Everett Allan
R. Cloyd Riffe
Patricia Zimmerman
Sarah Mason
Faye Crieger
Keith O. VanKreveden
Citizens for State Planning
Petition containing 423 unvalidated signatures
Clifford and Roberta Roade

7. The draft supplemental environmental impact statement was made available to the Council on Environmental Quality and the public on November 1, 1974. Date the final statement was released: _____.

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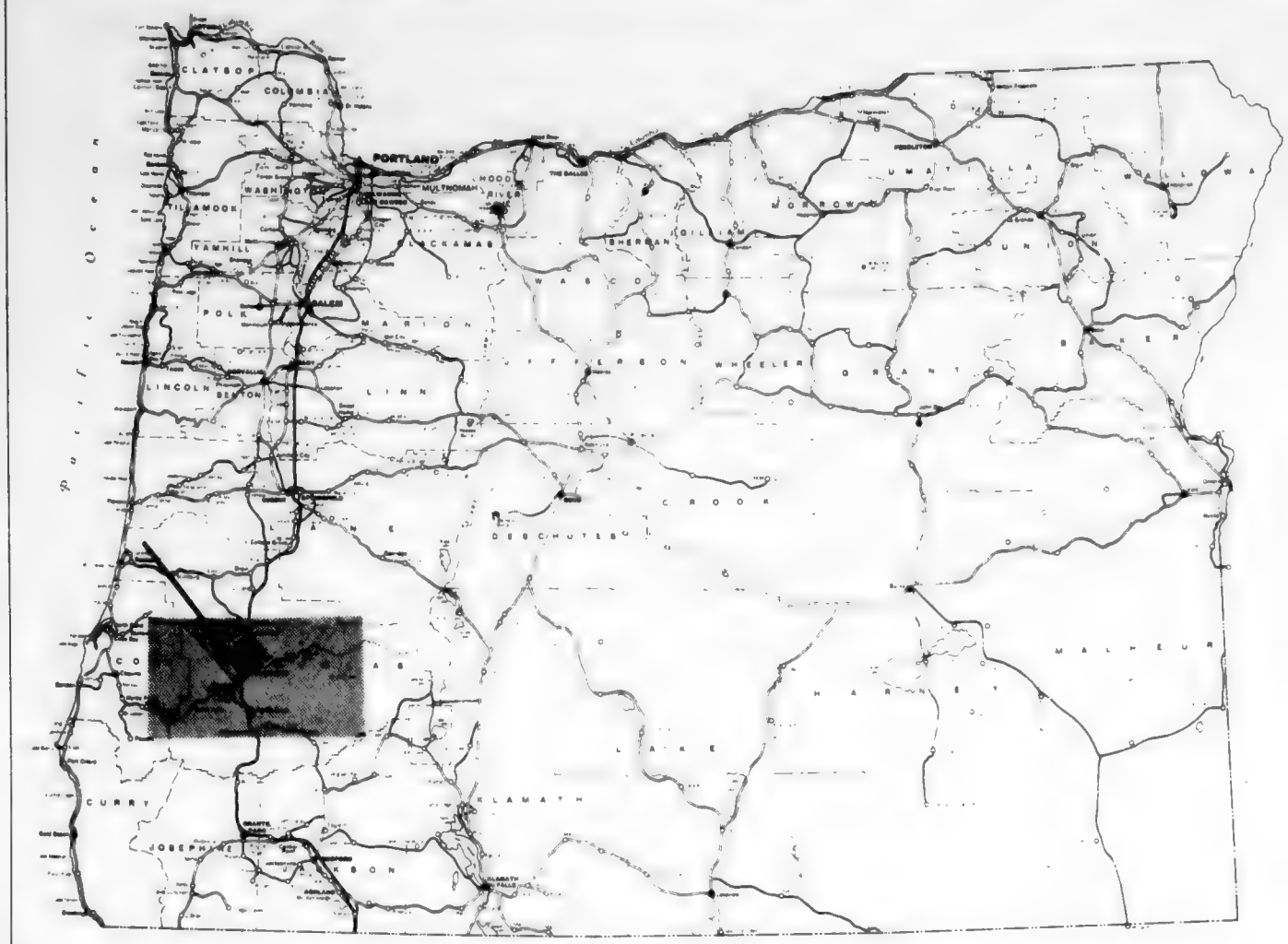
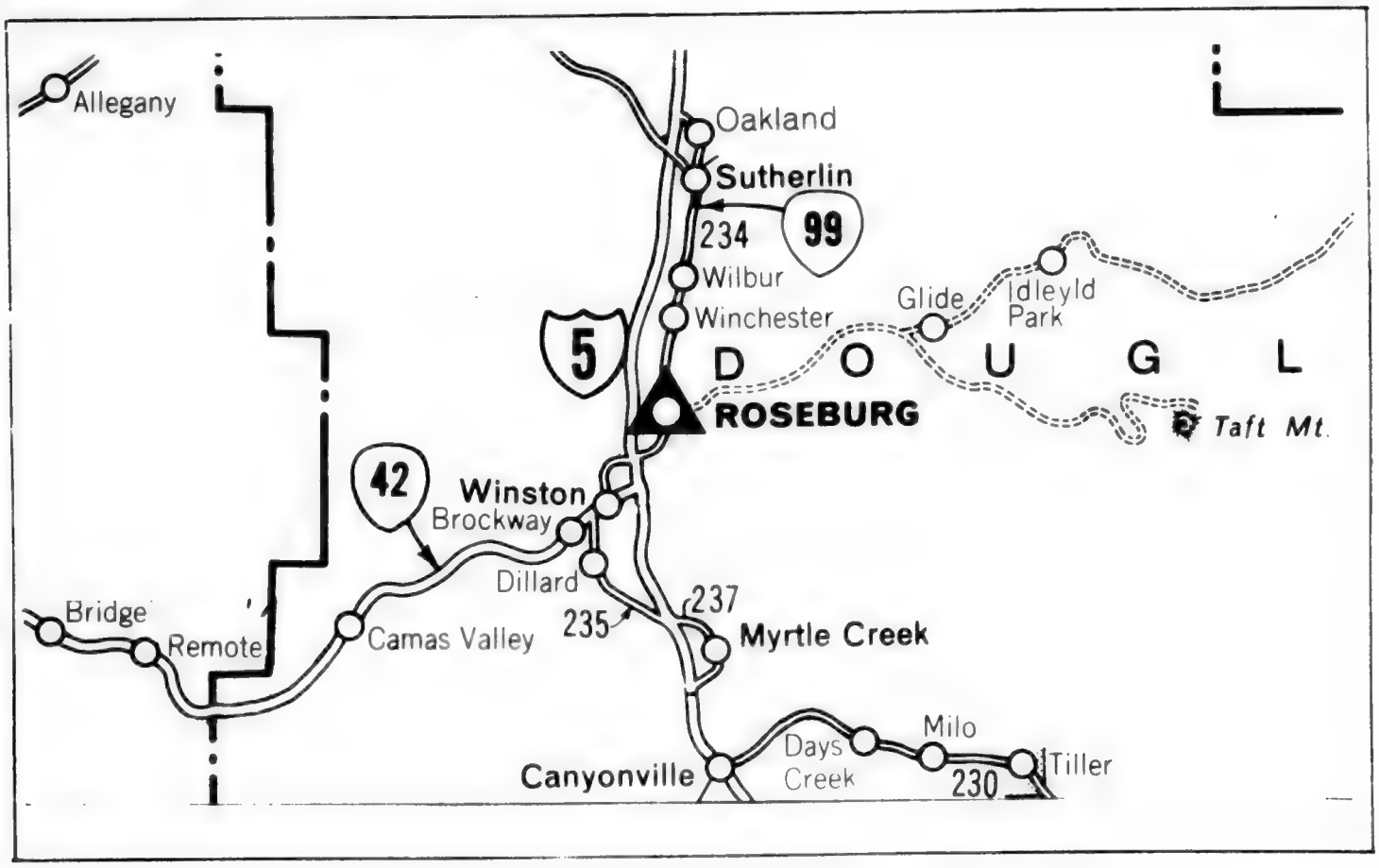
OREGON STATE HIGHWAY DEPARTMENT





DESCRIPTION AND PURPOSE OF PROJECT

Project History

Pacific Highway, Interstate 5, is the primary north-south highway along the entire West Coast of the United States. It serves all major West Coast urban centers from San Diego to Seattle. Interstate 5 passes near or through the seven largest urban centers in Oregon. One of these communities is Roseburg, with a population of 15,400. Roseburg is situated on the South Umpqua River, just above its confluence with the North Umpqua River.

The Garden Valley Road-Fairgrounds Interchange Section of I-5, 2.38 miles in length, was completed and opened in 1955. This section does not meet Oregon's present standards for interstate highways, nor does it maintain the desired level of safety and mobility for road users. Hence, the Highway Division has initiated these modifications: widening the four existing lanes on this length of I-5 to include a sixteen-foot median and ten-foot paved shoulders; realigning the Mt. Nebo curve; widening Hospital Bridge; and improving Harvard Interchange and Fairgrounds Interchange. The project section previously consisted of four travel lanes, shoulders 10 feet wide, and a 4-foot to 8.4-foot paved median with a metal guardrail. The vertical and horizontal alignments of this freeway will be modified slightly in segments of the project.

After several years of use, this section of I-5 came under study for modification and improvement. As a result of numerous accidents on the substandard 10° curve around Mt. Nebo and at Harvard Avenue Interchange, the Highway Division in 1964 initiated planning to reconstruct this section. The initial proposal included modifying the curve around Mt.

Nebo to a 7.5° curve and reconstructing Harvard Avenue Interchange, which has inadequate turning radii and insufficient acceleration and deceleration lanes.

A corridor-design public hearing was held to solicit public opinion on this project on February 20, 1969. Most of the testimony came from private citizens concerned with personal and community effects of right-of-way acquisition and modifications of Harvard Interchange. Representatives of School District No. 4, Douglas County, and the City of Roseburg also testified. Testimony by these representatives focused on improving the level of service and road-user and pedestrian safety within Harvard Interchange.

As a result of commentary recorded at this hearing, the project design was modified and a second corridor-design public hearing was held on March 17, 1970. The modifications included a new on-ramp for westbound traffic from Harvard Avenue entering I-5 northbound and a 6° curve to increase the designated speed around Mt. Nebo to 55 miles per hour. Testimony from private citizens and agency representatives again centered on proposed alterations in the Harvard Avenue Interchange area. The final design was modified to minimize or eliminate those impacts discussed at the public hearings.

In accordance with Section 102(2)(c) of the National Environmental Policy Act, the Oregon State Highway Division prepared a draft environmental impact statement (DEIS). In April 1973, the statement was released to the general public and distributed to seventeen public agencies for review. The DEIS outlined the probable social and natural impacts which the project would generate and included descriptions of corridor and design alternatives. Comments from twenty-one public agencies were received by the State, and

this feedback, together with comments from the Sierra Club Columbia Group, was responded to and incorporated into the final EIS. This document was approved by the U.S. Department of Transportation, and filed with the Council on Environmental Quality on December 14, 1973.

The State received authorization from FHWA to advertise for bids. A total of eight construction firms submitted project bids, which ranged from approximately 11 to 15 million dollars. One cause for the wide range of contract bids was the cost of acquiring and utilizing waste disposal sites for excess material, estimated at that time to be 700,000 cubic yards, to be derived from excavation at Mt. Nebo. The contract was awarded to S. D. Spencer and Son, a Vancouver, Washington construction firm, in April 1974 on a low bid of $11,222,770.50.

Prior to the bidding date, this construction firm obtained an option to purchase a 7.5-acre tract of land to use as their primary disposal site. The site, known as the Spencer option site, is located north of city-owned Gaddis Park and the South Umpqua River, east of the Roseburg Masonic Temple Cemetery, and west of the Southern Pacific Railroad tracks. After the contract was awarded, the firm negotiated an easement with the City of Roseburg to allow transport of waste material from Mt. Nebo through Gaddis Park and City-controlled property to the firm's waste site. The Roseburg City Council authorized use of the proposed route on June 11, 1974. Included in the three-year agreement was a provision, under conditions outlined by the City, for disposal of some waste material in Gaddis Park and on the 2.5 acres of City-owned property between the park and the contractor's holding. In return for use of city and park lands, S. D. Spencer and Son agreed to provide approximately $200,000 of improvements to the park, including developments of a bike path, restrooms, a parking lot and various nature trails.

The proposed waste site and haul route developed into a local issue early in the summer of 1974, when several property owners along the south bank of the South Umpqua River in the Bellows-Finley area of the Laurelwood neighborhood, east of I-5, alleged that the fill proposed by Spencer would increase flood damage to their property, and that conditions along the haul route during construction would be intolerable. Consummation of the issue came on June 10, 1974, when Paul Jackson, owner of a grocery warehousing business located adjacent to the Spencer option property, filed suit in United States District Court. The suit alleged that the contractor's disposal site would expose his business property to extreme noise, dust and vibration problems during construction, and to an increased danger of flooding upon completion. The suit also claimed that environmental damage to the natural habitat of the park area would be excessive and unwarranted, and that the final environmental impact statement was inadequate, for it did not investigate the environmental effects of the proposed disposal activity, or the site and haul route impacts. The plaintiff moved for a preliminary injunction which would halt all construction on the freeway project, including removal of material from Mt. Nebo, until further studies were completed to determine the impacts of the proposed waste disposal.

In view of these uncertainties, the Oregon State Highway Division regional engineer withheld final approval of all non-mandatory waste sites. The Oregon State Highway Division Environmental Section compiled and published a rough draft environmental assessment of the ten major and mandatory waste disposal sites and haul route which had been identified. The assessment described each waste site and corresponding haul route, and analyzed the environmental impacts which would result from the selection

of each site. The statement was released on July 19, 1974. Respondents to this statement are listed on pages 24 and 25, and their responses are reproduced in Appendix E.

Thirty-three responses were received from private citizens and public agencies concerning the environmental assessment. Since the contractor's disposal site, designated as site 9 in the rough draft assessment (Spencer Option/Gaddis Park site), had become a local issue before release of the document, a majority of the comments specifically objected to the impacts resulting from a selection of site 9. Citizens living along the haul route to site 9 alleged that noise, dust and vibration problems resulting from earthmoving equipment passing close to their homes would make their lives exceptionally uncomfortable during the six-month hauling period. People owning property across the river from disposal site 9 anticipated increased danger of flooding from the proposed fill. In addition to these letters, a petition signed by approximately 630 Roseburg area residents was submitted. The petition expressed opposition to the city-approved disposal alternative.[1] Comments on the environmental assessment were received from five public agencies and institutions and an environmental group, the Oregon Environmental Council.

The U.S. District Judge on July 26 ruled on the pending motion for a preliminary injunction. He issued an injunction prohibiting the placement of any material in the contractor's proposed disposal site, site 9, and the transport of waste material along the corresponding haul route. The Court's decision did not stop any other aspect of the freeway project and allowed dumping in the three mandatory sites. The judge

[1]This petition is available for inspection at the Oregon State Highway Division offices in Salem and Roseburg.

concluded that the original EIS did not adequately discuss the environmental impacts of the proposed waste disposal activity, and that the rough draft environmental assessment was deficient in selected aspects of its content. Although this assessment was distributed for comment, it was ruled that this document is subject to the same circulation and filing procedures as an environmental impact statement. The injunction against disposal and transfer of waste at site 9 will remain in effect until the State complies fully with the National Environmental Policy Act; Council on Environmental Quality Guidelines, FHWA Policy and Procedure Memorandum 90-1; and section 4(f), if applicable.

Other aspects of the project have been undertaken since the injunction was issued. Approximately 70,000 cubic yards of fill material have been placed along the east side of the freeway between the South Umpqua River and Harvard Avenue Interchange for freeway widening. Work has been initiated at Mt. Nebo, including removal of surface materials and blasting of the rock face. A temporary haul road was constructed south between Mt. Nebo and the Fairgrounds Interchange. The freeway has been temporarily restricted to two travel lanes. This 3500-foot detour, closing the two travel lanes nearest to Mt. Nebo and expanding the temporary travel lanes to include the northbound shoulder, has separated traffic from construction activities, allowing for the use of off-road haul vehicles with a capacity of 30 cubic yards to transport waste material between the excavation site and the expanded site at the fairgrounds. Approximately one-third of the material to be removed from Mt. Nebo has been extracted.

The Douglas County Fairgrounds requested that additional fill be placed on their property. This additional fill, an increase from 90,000 cubic yards to 290,000 cubic yards, was approved by the County

Commissioners and the Oregon State Highway Division. The material was placed in most major depressions in the fairgrounds property and serves as a riprap embankment along the river. This fill, when completed, will increase the area available for parking, provide base material for future fairgrounds development, and protect the fairgrounds property from erosion. Topsoil from the fill sites is being stockpiled for later use after the fill is in place. On January 8, 1975, the Oregon State Highway Division approved a request that would allow an additional 120,000 cubic yards of rock to be placed in the fairgrounds to continue fill and revetment activities initiated the previous fall, and stockpile material to be crushed and used on this highway project.

The Oregon State Highway Division released the draft supplemental environmental impact statement on November 1, 1974. The state solicited additional comment on the 14 major and mandatory sites under consideration. The three mandatory sites have consumed 340,000 cubic yards, leaving a maximum of 530,000 cubic yards to be disposed of in alternative sites.[2] Numerous privately-owned minor sites, requiring less than 50,000 cubic yards, have also been identified in the Roseburg area. The study documented impacts anticipated from selection of each of the sites. This final supplemental environmental impact statement lists the sites selected by the contractor and approved by the regional engineer and includes a detailed discussion of the environmental, social, and economic impacts to result from this selection.

Thirty-three comments, including one petition, were received in response to this latest study. Most responses from private citizens

[2]The amount of material remaining to be wasted, as discussed in the draft supplement, was 418,000 cubic yards. More recent reexamination has shown the additional amount will now be 530,000 cubic yards. This increase is due primarily to swell when the rock is blasted.

again were against the placing of material in site 10, including Gaddis Park. The large number of negative public comments influenced the Highway Division to seek alternative sites. Site 10 became a less viable alternative because the opportunity for a low-water crossing was foregone with the completion of the bridge piers and approaches; the new hospital wing at Douglas Community Hospital will open soon; and the City of Roseburg requested that the trucks not intersect with Harvard Avenue traffic. Comments received on the rough draft assessment were also considered as responses to the draft supplement. Comments and responses are included on pages 26 to 44 of this document.

Project Description

The Mt. Nebo curve will be modified from a 10° curve to a 6° curve. The preproject designated speed at this curve was 45 mph southbound and 50 mph northbound. The proposed curve will remain below desirable freeway standards but will allow a designated speed of 55 mph. The curve will be cut into the northeast face of Mt. Nebo. The alternative of extending the fill eastward into the South Umpqua River could cause additional damage to property along the east bank in the event of a major flood. An estimated 1,170,000 cubic yards of rock, after blasting, will be removed from the mountainside. More than 233,000 cubic yards are specified for use in the project as embankment and riprap. In addition, 35,000 cubic yards will be used for cement-treated base (CTB), and an additional 52,000 cubic yards will be used for paving materials. The total amount of material to be wasted is 870,000 cubic yards.[3]

[3]These revised figures are based on the most recent estimates, completed in late December, 1974. The excavation includes 1,050,000 cubic yards, with an additional 120,000 cubic yards attributable to swell factors.

After removal of this material, the contour of the slope on Mt. Nebo will be modified to include 60-foot cuts with a slope of 1/4:1 to 3/4:1 interspersed with 30-foot and 25-foot horizontal benches. At the maximum, these steep cuts with benches will extend approximately 320 feet above the roadway. Between the base of the cut and the inner edge of the proposed travel lane, 34 feet of fallout area and a concrete retaining wall will be left to decrease the potential hazard from rockfalls.

SELECTED ALTERNATIVES: ENVIRONMENTAL SETTING AND IMPACTS

Introduction

Fourteen alternative major and mandatory waste disposal sites and haul routes were investigated and discussed in the draft supplemental environmental impact statement. The discussion of each site included a description of the haul route, the environmental setting of the site, and the impacts anticipated if the site were to be selected. This final supplemental impact statement details a description of each haul route, the environmental setting, and the impacts anticipated from each of the disposal sites approved by the regional engineer.

The fourteen sites were investigated and analyzed in the draft supplemental environmental impact statement are listed below and shown on the map on the next page. Tables presented in the draft, which contained comparative information on site and haul route characteristics, potential haul routes impacts, and potential disposal site impacts have been placed in Appendix C.

TABLE 1

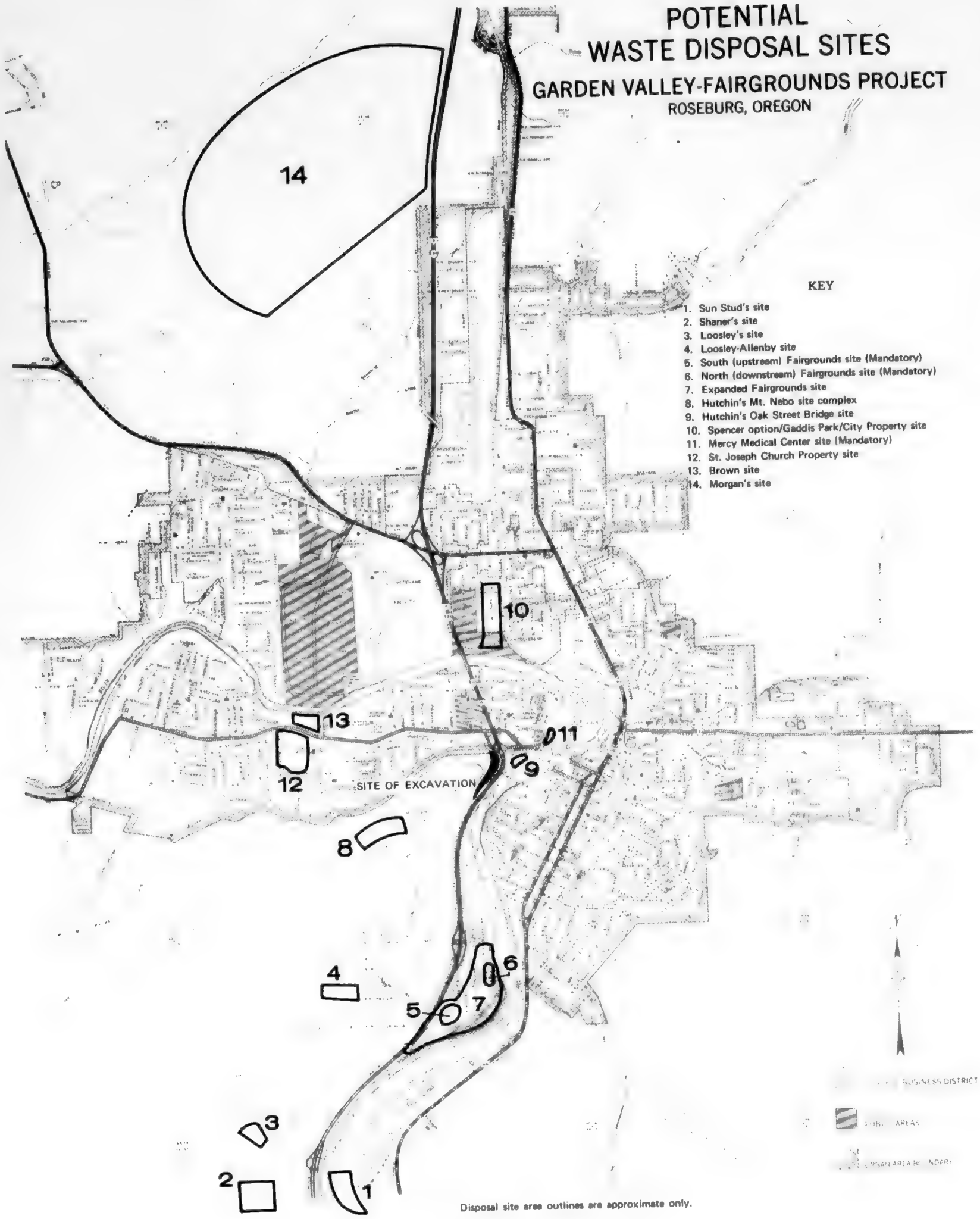
SITES INVESTIGATED

1. Sun Studs' site
2. Shaner's site
3. Loosley's site
4. Loosley-Allenby site
5. South (upstream) Fairgrounds site (mandatory)
6. North (downstream) Fairgrounds site (mandatory)
7. Enlarged Fairgrounds site
8. Hutchins' Mt. Nebo site complex
9. Hutchins' Oak Street Bridge site
10. Spencer option/Gaddis Park/City property site
11. Mercy Medical Center site (mandatory)
12. St. Joseph's Church property site
13. Brown's site
14. Morgan's site

POTENTIAL WASTE DISPOSAL SITES

GARDEN VALLEY-FAIRGROUNDS PROJECT

ROSEBURG, OREGON



KEY

1. Sun Stud's site
2. Shaner's site
3. Loosley's site
4. Loosley-Allenby site
5. South (upstream) Fairgrounds site (Mandatory)
6. North (downstream) Fairgrounds site (Mandatory)
7. Expanded Fairgrounds site
8. Hutchin's Mt. Nebo site complex
9. Hutchin's Oak Street Bridge site
10. Spencer option/Gaddis Park/City Property site
11. Mercy Medical Center site (Mandatory)
12. St. Joseph Church Property site
13. Brown site
14. Morgan's site

Disposal site area outlines are approximate only.

Several minor sites were also identified by contact between the contractor and the landowner. These sites are listed in Appendix B. Before any site is considered, certain information must be supplied to the contractor. There must be a map of the site; a statement of use, indicating conformance with zoning; a statement about the status of requisite permits, and a description of the likely haul route. For the small sites, the contractor, regional engineer, and regional environmentalist will investigate each proposed action and conclude whether it is feasible. Only the Kaiser-Aetna site has been investigated, and it was rejected. If adequate information on the other sites is made available, they will also be investigated.

Sites Approved

The sites approved are listed below. The enlarged Fairgrounds site, site 7, includes the two original mandatory sites, listed as sites 5 and 6 in the draft supplemental statement.

TABLE 2

APPROVED SITES

Site	Amount
Mercy Medical Center site (mandatory)	40,000
Enlarged Fairgrounds site (site 7)	487,000
Hutchins' Oak Street Bridge site (site 9)	93,000
Crushing	250,000

These disposal sites were approved only after extensive study of the draft supplement, additional technical data (including an hydraulics study and acoustical study) and comments received in response to the draft supplement. The sites were approved to minimize environmental impacts

while retaining economic feasibility. Input from local and public agency officials and experts was solicited to aid in the decision-making process. Adverse comments and two petitions were received from a large number of affected and concerned local citizens who were opposed to the initial proposed contractor's site, the Spencer option.

Mercy Medical Center Site

The Mercy Medical Center site is located on the west bank of the South Umpqua River north of the Washington Street Bridge. This mandatory site will utilize 40,000 cubic yards of material. The fill has been approved by the Division of State Lands. This site is on the floodplain. An established community of riparian woodland grows on lower portions of the slope within the floodplain. The fill will be located behind the trees lining the riverbank.

One route to this site is via Bellows Street to Harvard with a right-turn movement eastbound on Harvard around to West Freeway/Oak and then a right turn off Harvard and left underneath the Oak Street and Washington Street Bridges. Trucks would mix with other traffic, which in 1974 averaged 18,700 vehicles per day. Traffic impacts on Harvard Avenue would be most severe if trucks turn left across Harvard Avenue into the Mercy Medical Center. If trucks turn right off Harvard and drive under the bridges, then traffic disruption will be minimal. An alternative is on Harvard Avenue to Hutchins' Oak Street Bridge site. Approximately 5,700 trips with legal haul vehicles will be required to complete this fill.

Sound measurements were taken between the Mercy Hospital building and Harvard Avenue. The L_{10} levels approached the 70 dBA standard

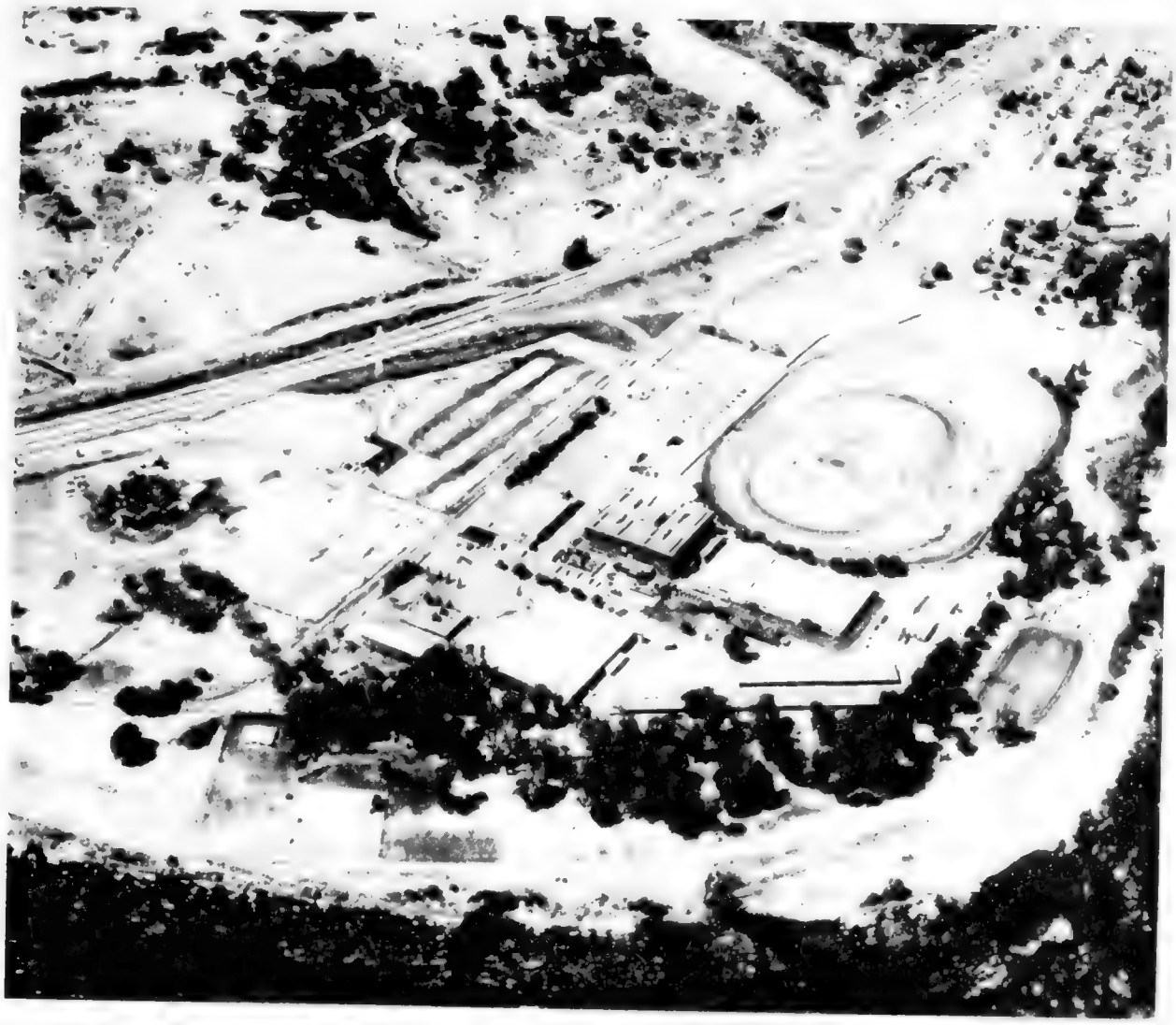
during the peak traffic hours, although the standard was not exceeded. The L_{10} levels were influenced mainly by truck and motorcycle traffic, but also by construction activities beneath the two bridges next to Mercy Medical Center. The noise generated by the trucks will increase ambient levels, but in view of the number of trips required to deposit the 40,000 cubic yards and the background construction noises emitted from excavation on Mt. Nebo, any noise impacts generated by this haul will be minimal. If the alternate route through Hutchins' Oak Street Bridge site is used, only insignificant noise increases would occur.

This site will be clearly visible from portions of the city, including the main east-west thoroughfare, but because of the size of the fill, 1 acre, its impact will be minimal. And although the toe of the fill slope will be large, it will be partially screened by a row of trees.

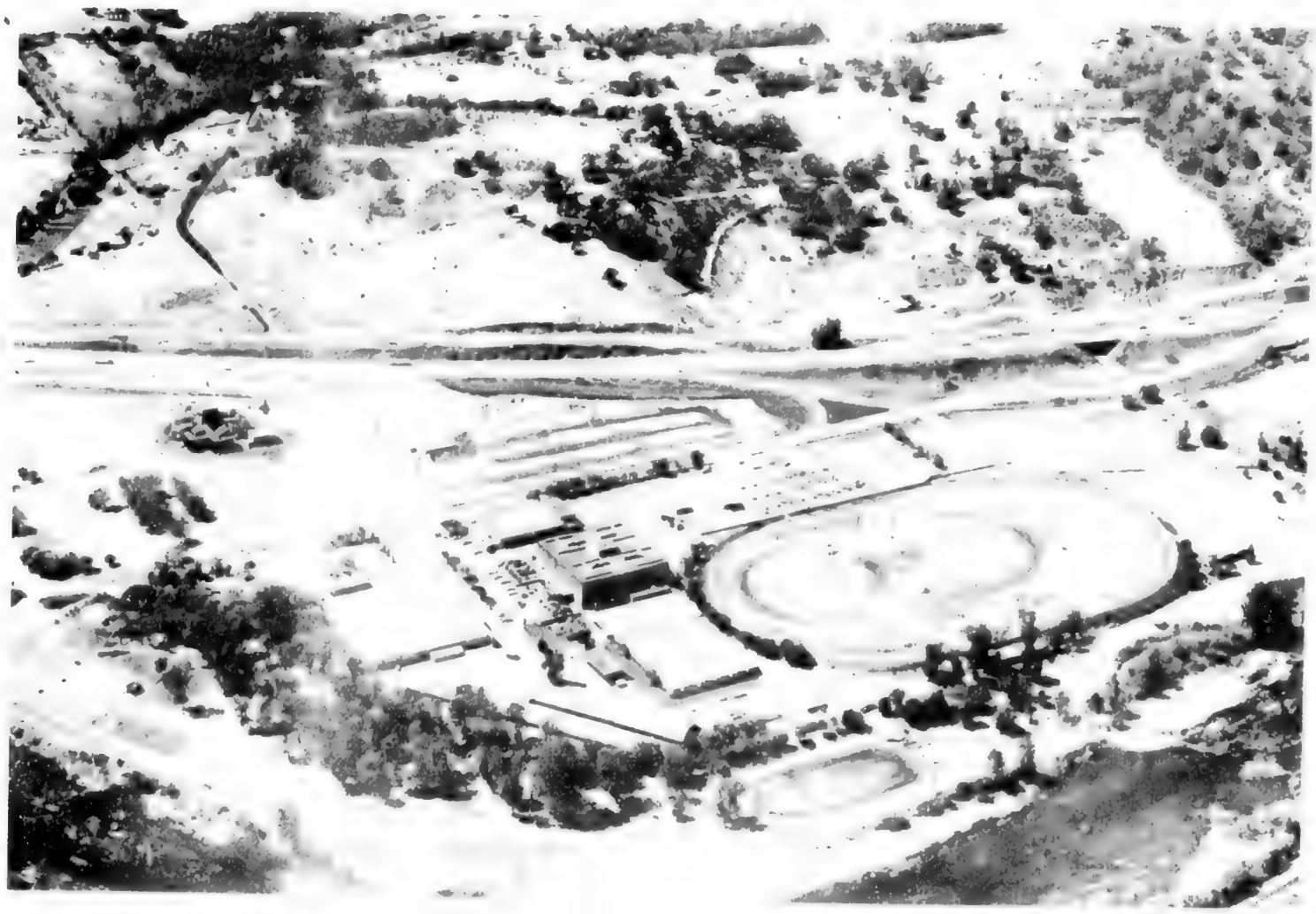
The site, presently riparian woodlands, is of limited value to wildlife because of surrounding development and the small size of the area available. As this fill will be made to expand the parking lot, the site will have no value to wildlife in the future. The area of the proposed fill is separated from the river by a vegetative barrier. Consequently, floodwaters, such as in the January, 1974 flood, have a slack flow where the fill will be placed, reflected in deposits of fine sediments. No significant acoustical or geologic impacts are anticipated from selection of this site.

Enlarged Fairgrounds Site

The Douglas County Fairgrounds Commission has requested that the Highway Division place a large amount of fill in the fairgrounds.



Douglas County Fairgrounds



This site utilizes a special haul route along interstate right-of-way to Fairgrounds Interchange with a corresponding left-turn movement under the freeway onto Portland Avenue, and subsequent right-hand movement along freeway right-of-way or River Street to the disposal sites. The haul utilizes off-road haul vehicles. This route does not have any significant impacts.

The proposal made by the Fairgrounds Commission in conjunction with the contractor has already been partially implemented. This proposal calls for a total fill of 487,000 cubic yards to be placed along the bank of the South Umpqua River almost the entire length of fairgrounds riverfront property. The purposes of using this fill are to restore and stabilize the bank and to elevate portions of the fairgrounds property adjacent to the river above the floodplain, to protect it from high water. On the upstream portion, the filled land will be covered by topsoil, then planted and landscaped. The fill will provide several acres of additional useful land to the fairgrounds property. Presently, 290,000 cubic yards of material have been placed in the fairgrounds, and approval has been granted for the placement of an additional 120,000 cubic yards. Most of this material is being placed along the river, and a small amount will be the initial stockpile for crushing material.

An hydraulics study of the effect of this fill proposal, considered as alternative 3, as well as two additional alternatives, was undertaken by the Oregon State Highway Division, with assistance from the United States Geological Survey. This study, reproduced in its entirety in Appendix D, shows that the maximum increase in flow heights upstream, if the 1964 flood were duplicated, is 9 inches, and that opposite the fairgrounds, the elevation of floodwaters would decrease one-tenth of a foot. Maximum

increases in floodwater elevation would occur upstream approximately one-half rivermile, where the river is most constricted. No homes which were not flooded in 1964 would be flooded if a similar flood were to occur again. While water will reach a higher elevation on some properties, this water will have relatively still flow characteristics with no erosive capabilities.

The hot plant/crusher for the Garden Valley Road-Fairgrounds Interchange project will be located in the southwest fill area at the fairgrounds, as outlined on the map. Present plans call for crushing approximately 3,000 cubic yards per day, during an eighteen-hour working period. The crusher would therefore be in operation for approximately six months. The County Planning Commission approved the requisite permit on January 23, 1975. The crusher will be operated in accordance with state and local rules and regulations. Some inconvenience to residents across the river from the fairgrounds will occur while this hot plant/crusher is in operation on the fairgrounds. In addition, a berm will be placed between the crusher and the river to provide visual and acoustical relief from this activity for residents across the river. Of the 250,000 yards to be crushed, 100,000 yards will be used on the subject project. The contractor has sold the remaining 150,000 yards to a local commercial operator. This 150,000 cubic yards will probably be stockpiled at sites owned by the purchaser and will be sold in the Roseburg area.

Noise impacts generated by the rock crusher to residents living across the South Umpqua River from the site were investigated. Appendix B includes technical information on acoustics, including a discussion of noise measurement methodology and Federal Highway Administration guidelines. Ambient measurements were taken, both with and without construction

MATERIAL PROCESSING ACTIVITIES

activities at the crusher site in the fairgrounds, at the location shown on the map. This measurement site is adjacent to the residence which is nearest to the crusher site, a distance of approximately 600 feet. Other sources of high noise levels at the site include a train, and truck traffic traveling on both Shady Highway and I-5. A summary of the three sets of measurements is outlined below. Ambient measurements of a similar crusher unit operated by Beaver State Sand and Gravel along the North Umpqua River were taken from the same distance. Ambient measurements demonstrated that construction equipment generated higher noise levels than the crusher, and that this equipment will continue to contribute to higher noise levels during the operation of the crusher.

TABLE 3

AMBIENT NOISE MEASUREMENTS

Noise Levels at Fairgrounds (without construction equipment)		Noise Levels at Fairgrounds (with construction equipment)	
L_1	68 dBA	L_1	70 dBA
L_{10}	62 dBA	L_{10}	69 dBA
L_{50}	55 dBA	L_{50}	66 dBA
L_{90}	52 dBA	L_{90}	62 dBA

Crusher Measurements	
L_1	65 dBA
L_{10}	64 dBA
L_{50}	62 dBA
L_{90}	61 dBA

Projections of noise levels at the measurement site with the rock crusher in operation were made using this data. The results predict levels as follows: L_1-71 dBA, L_{10}-70 dBA, L_{50}-67 dBA and L_{90}-64 dBA.

A berm will be temporarily placed between the crusher and the river while the crusher is in operation. The height of the berm will interrupt the view of the crusher from the other side of the river, providing visual, psychological, and acoustical relief. The resultant reduced noise levels will be: L_1-71 dBA, L_{10}-69 dBA, L_{50}-66 dBA, and L_{90}-63 dBA.

An estimated additional 130,000 cubic yards may be stockpiled for use on other projects rather than placed at the fairgrounds, reducing the amount to 357,000 cubic yards. Approximately 30,000 cubic yards might be crushed and sold to the contractor for completing the nearby Winston-Shady project. A second option to stockpile approximately 100,000 cubic yards of crushed or uncrushed rock at a state-owned site adjacent to the Shady Interchange for use on future safety projects planned for Interstate 5 south of the Garden Valley Road-Fairgrounds Interchange Section. If this site is used, appropriate county and Oregon Department of Geology and Mineral Industry permits would be obtained. The stockpile would be in place approximately one year. If the period were extended, stockpiling would be less feasible due to the weathering characteristics of the rock and the economics of stockpiling. Three advantages of both actions are apparent. First, because alternative rock sources are limited in the Roseburg area there are economic incentives to use this material in the fashion described above. Second, if material is not made available, the next most likely aggregate sources are gravel bars in the South Umpqua River. Wetmining gravel bars is disruptive to aquatic habitat and can have a detrimental impact on anadromous and resident species. Third,

if neither the South Umpqua River nor the Mt. Nebo rock is used, additional quarries more distant from the projects would be used, with greater haul route disruption and additional adverse impacts to habitat at quarry sites.

Hutchins' Oak Street Bridge Site

The route to Hutchins' Oak Street Bridge site is along Harvard Avenue, making a right turn off Harvard Avenue into the site. This route will disrupt traffic flows on Harvard Avenue during return hauls, because trucks must cross eastbound lanes. Completing the fill at this site will require approximately 13,000 hauls in legal haul vehicles.

This site is located in and around a depression south of the Oak Street Bridge on the west bank of the South Umpqua. The site is bordered by the river, I-5, West Freeway Avenue, and two commercial properties. It is an isolated pocket of undeveloped land behind more recent housing and commercial development and is bounded by the river and freeway. The site is zoned C2 (Travel-Commercial), and the fill will serve as a base for future development of a commercial establishment attracting transient traffic. Several houses were either moved or razed to prepare the site for the material. Fill has already been placed on a portion of the fill site. As a result, a two-tiered vegetative structure grew up with stable riparian vegetation along the lower riverside, and brush, grass, and himalaya berry on the fill. Most of the vegetation has now been cleared. The most recent estimated capacity of this site is 93,000 cubic yards.

This site will be clearly visible in Roseburg, being adjacent to the main east-west thoroughfare. However, due to the size of the fill, and its location in relation to the one-way bridge system, visual impacts

will be insignificant. The maximum height of the fill, with a proposed slope of 2:1, would be 20 feet.

This site contained riparian vegetation along the river and thick brush upland. It is surrounded by the river and urban environment, and its present value as habitat is limited by its size and prior modification. After disposal of rock, it would retain no value as habitat, and no adjacent wildlife habitat exists.

Hydraulics impacts would be minimal, for use of the site will cause only minimal narrowing of the channel. Any decrease in capacity will be offset by increases in channel efficiency resulting from a smoother bank face. Abrupt termination of the downstream end of the fill will be avoided because it could result in eddies, causing some downstream erosion.

PROBABLE UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

Use of the approved sites will have very few unavoidable adverse impacts on physical and cultural environments. The impacts are outlined below:

1. Haul route impacts are limited to minimal impacts on acoustics and traffic flow for the mandatory site at Mercy Hospital and Hutchins' Oak Street Bridge site.
2. The expanded Fairgrounds site will have minimal impact on the floodplain.
3. The Mercy Medical Center and Hutchins' Oak Street Bridge site will have impacts on existing native habitat.
4. The greatest impacts will be temporary and associated with construction activities.

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

Three sites for waste disposal have been approved for the excess material derived from Mt. Nebo. This material will provide an opportunity for future development at the Douglas County Fairgrounds, near Harvard Interchange, and at a local hospital near Harvard Interchange. Land at these sites will be lost as habitat. Additional sites may be used to stockpile rock for future highway projects. Stockpiling rock will preclude wetmining or quarrying an equivalent amount of material at other locations. Approximately 150,000 cubic yards of rock have been sold by the contractor on this project to another local contractor. This material will be a source of aggregate in the future in the Roseburg area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Public funds committed for the analysis and design of the project, and movement of waste material from Mt. Nebo are irretrievable for other purposes. A portion of the funds expended will reappear as wages and payments to the owners of resources committed to this project. The three waste disposal sites utilized will be altered as habitat but will serve as a base for future development of benefit to the community.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Air pollution during construction, including movement of materials and operation of the crusher and hot plant, will be held to acceptable levels in accordance with subsection 107.08(1-b) of the Standard Specifications of the Oregon State Transportation Commission (1974), which are in force on all contracts. In addition, contractors must conform to Department of Environmental Quality specifications set forth in OAR Chapter 340, Division 2, subdivision 1 on "fugitive emissions"; Division 3, entitled "Ambient Air Quality Standards,; and Division 2, subdivision 3, entitled "Hot Mix Asphalt Plants." These regulations have more recently been combined in ORS 468 and entitled "Water and Air Pollution Control."

All activities affecting the South Umpqua River will be governed by the general highway specifications, which prohibit the release or loss of chemical and petroleum products into the water. The contractor is required to conform with the applicable sections of ORS Chapter 468, laws thereof, and all regulations of DEQ and other federal or state agencies, as well as ordinances or resolutions enacted or adopted by local authorities. These regulations also require the contractor to exercise every reasonable precaution to prevent, control or abate siltation, sedimentation, and pollution of all public waters throughout the life of the contract.

At the three waste disposal sites, erosion-control measures will be enforced. If the site is in the floodplain, riverfront slopes will be flattened and landscaped. Side slopes of 2:1 will be the maximum allowed, and side slopes of 3:1 will be encouraged to promote rapid revegetation.

COMMENTS AND RESPONSES

Many comments were received in response to both the rough draft assessment and the draft supplemental environmental impact statement. A summary of all comments received is listed in Table 4, on following pages. Comments from private citizens pertaining only to selected, and all public agency comments, are responded to in this ment. A majority of comments from local residents were concerned ite 10 (site 9 in the rough draft assessment). This concern was major reason for rejecting the site 10 alternative. Copies of all nts have been compiled and placed in Appendix E.

TABLE 4

SUMMARY OF COMMENTS

Name	Date	Comments
Rough Draft Assessment		
D.E.Q.	7/29/74	Has four specific and one general concern
Oregon Game Commission	7/29/74	Concurs; recommends that water quality be protected
Umpqua Community College	7/26/74	Favors sites 1, 2 and 3 over site 9
Roseburg, Public Works	7/25/74	Recommends overcrossing over Harvard for haul route
Corps of Engineers	7/30/74	Concurs
Roseburg Chamber of Commerce	7/23/74	Recommends rapid completion of project
Rita Simpson	8/5/74	Favors haul route south, suggests alternatives
Lester Nilsen	7/27/74	Favors site 7 and site 1
Dennis Engeldorf rec.	7/29/74	Opposes selection of site 9 (Gaddis Park)
Ronald Poole	7/29/74	Opposes selection of site 9 (Gaddis Park)
John and Joyce Pardon	7/28/74	Opposes selection of site 9 (Gaddis Park)
Freda Munger	7/28/74	Opposes selection of site 9 (Gaddis Park)
Stanley Donahoo	7/28/74	Favors site 7 and site 8
Nellie Harmon	7/25/74	Favors site 6 and site 7
Harry Lindsay rec.	7/26/74	Favors site 6 and site 7
D. L. Ingham	7/26/74	Opposes selection of site 9 (Gaddis Park)
Robert Stults	7/26/74	Opposes site 9-impacts on sewer lines
C. O. Ross	7/26/74	Favors site 6 and site 7
Paul Jackson	7/26/74	Opposes selection of site 9 (Gaddis Park)

Name	Date	Comments
Agnes Allan	7/26/74	Opposes selection of site 9 (Gaddis Park)
Petition	7/26/74	Opposes selection of site 9 (Gaddis Park)
Mrs. Sensebaugh	7/26/74	Opposes selection of site 9 (Gaddis Park)
Selmar Hutchins	7/25/74	Requires clarification on site 7 and site 8
Mrs. D. Ingham	7/25/74	Opposes selection of site 9 (Gaddis Park)
Mrs. Carton	7/24/74	Opposes selection of site 9 (Gaddis Park)
Clarice Osborne	7/24/74	Opposes selection of site 9 (Gaddis Park)
Mr. Carton	7/24/74	Opposes selection of site 9 (Gaddis Park)
Mr. Munger	7/24/74	Opposes site 1 (Sun Studs) and site 9
Daphne Riffe	7/24/74	Opposes selection of site 9 (Gaddis Park)
E. A. Bloom	7/23/74	Favors site 6
Mrs. Booth	7/17/74	Opposes selection of site 9 (Gaddis Park)
O.E.C.	8/5/74	Comments on site 1, site 9, lack of mitigation
Mr. LaGrander	7/26/74	Opposes selection of site 9 (Gaddis Park)
Draft Supplement		
U.S. Dept. of Interior	1/2/75	Variety of specific and general comments
U.S. Dept. of Commerce	12/13/74	Requests additional fishery information
U.S. Coast Guard	1/7/75	Has no comment
Fish Commission	12/9/74	Mentions need for State Lands permit in flood areas
Geology and Mineral Industries	12/9/74	Discusses potential of slides on Mt. Nebo
D.E.Q.	12/9/74	Recommends that dust emissions be reduced and noise impacts predicted
Roseburg, City Attorney		Prefill in Gaddis Park against zoning
Roseburg	11/6/74	Discuss proposed bike path in Gaddis Park
	12/23/74	Variety of concerns
Mr. Schweppe	11/25/74	Favors site 14, critical of site 7
Mr. Schneider	12/5/74	Opposes selection of site 10 (Gaddis Park)
E. Doyle	12/15/74	Opposes selection of site 10 (Gaddis Park)
S. Brooks	12/14/74	Opposes selection of site 10 (Gaddis Park)
E. Mauch	12/16/74	Opposes selection of site 10 (Gaddis Park)
M. Collison	12/10/74	Opposes selection of site 10 (Gaddis Park)
A. Allan	12/16/74	Opposes selection of site 10 (Gaddis Park)
A. Sullivan	12/17/74	Opposes selection of site 10 (Gaddis Park)
D. Riffe	12/17/74	Opposes selection of site 10 (Gaddis Park)
P. Jackson	12/20/74	Opposes selection of site 10 (Gaddis Park)
M. Olson	12/18/74	Opposes selection of site 10 (Gaddis Park)
C. Long	12/10/74	Opposes selection of site 10 (Gaddis Park)
B. Johnson	12/19/74	Opposes selection of site 10 (Gaddis Park)
V. Whitsett	12/12/74	Favors site 14, critical of site 7
E. Allan	12/19/74	Opposes selection of site 10 (Gaddis Park)
R. C. Riffe	12/19/74	Opposes selection of site 10 (Gaddis Park)
P. Zimmerman	12/18/74	Opposes selection of site 10 (Gaddis Park)
S. Mason	12/30/74	Opposes site 7 (Expanded Fairgrounds site)
F. Crieger	12/20/74	Opposes selection of site 10 (Gaddis Park)
K. VanKreveden	12/29/74	Opposes selection of site 10 (Gaddis Park)
Citizens for State Planning	12/30/74	Requests monitoring additional information of fut[illegible]acts
Petition		
J. Davidson rec.	12/17/74	Favors site 14, critical of site 7
C. & R. Roade	1/8/74	Opposes site 7 (Expanded Fairgrounds site)
R. Garriott, et.al.	12/20/74	Opposes site 7 (Expanded Fairgrounds site)

The following comments were received in response to the rough draft assessment:

U.S. Army Corps of Engineers

Comment:

> Though subject to flood induced effects and channel erosion, sites 1, 4, 5, 7, and 9 should not affect Corps responsibilities with respect to flood control. On page 15, the first full sentence should read "the flood of record, the 1964 flood (also considered to be approximately the 25 year flood according to USGS Report, Part I) reached an elevation of 441 in the park and lands upslope behind it, while the 100 year flood would crest near 443 feet." The Plate opposite page 15 should be altered.

Response:

> This comment has been considered by the Hydraulics Section in the analysis of high-water problems at Gaddis Park. The plate opposite page 15 is not included in the final statement because this site was not chosen.

Oregon State Game Commission

Comment:

> One is the need for absolute protection of water quality in the stream at disposal site 3. Your report states that trout were seen in this stream--we need all that kind of waters we can get. Also, the South Umpqua River's lower reach needs all of that quality water possible.

Response:

> Site 3 (Looseley's site) was not approved. Any water quality impacts in the South Umpqua River will be both short-term and localized.

Comment:

> The other point is that sites 1, 7, and 8 are subject to stipulations detailed in the fill permits issued by the Division of State Lands. This information was given in text about the low-water bridges, but is not clear in regard to filling inside the river banks.

Response:

> Permits have been obtained from the Division of State Lands for all fill activities at approved sites which require them.

Comment:

...the regrettable loss of wildlife habitat for small creatures, such as rabbits, quail and songbirds. Sites 9 and 10 are those where this value will suffer the greatest damage. Loss of this resource at site 9 seems to be saddest of all. It is a fine, wild, green spot near several homes.

Response:

Site 9 (Gaddis Park) and site 10 (Morgan's site) were not approved.

Oregon Department of Environmental Quality

Comment:

The section on Disposal Site Impacts (pages 25-33) does not address the question of preparing the disposal site prior to use. We are particularly concerned about those sites which may require extensive clearing prior to use. As you are aware, as of July 1, 1974, OAK 23-010(3)(see attached) does not permit the open burning of land clearing debris in Special Control Areas. Roseburg and environs lie within the Umpqua Special Control Area.

Response:

The activities described fall under the jurisdiction of DEQ and local agencies, and the Highway Division must assume that site preparations will follow established procedures and regulations. If site developers do not comply with regulations, appropriate remedial measures will be taken by the responsible public agencies. The sites selected have already been cleared.

Comment:

The section on Disposal Site Impacts (pages 25-33) while discussing possible future uses (see Table 3, page 26) for each site does not seem to address the questions of appropriateness or feasibility of these proposed uses. We are particularly concerned about those sites where either homes or commercial uses are proposed (sites 2, 6, 7, 9, and 10). It seems appropriate to discuss beforehand as to whether or not the proposed use is consistent with the County's Land Use Plan and whether or not minimal public services (water, sewers, access, schools, fire protection, etc.), consistent with project density, can be provided.

Response:

The concern of the Highway Division is whether proposals comply with the comprehensive plans as expressed through the application of zoning techniques by the responsible city and county planning agencies. These agencies, responsible for implementing the comprehensive plan, are also responsible for insuring that their decisions adequately consider the effect of alternative actions on public services. The City of Roseburg objected to a prefill on site 12, St. Joseph's Church property. No other adverse comments were received from responsible local agencies. Therefore, the Highway Division has concluded that all other proposals conform with established planning goals. According to new Federal Highway Administration regulations, lack of conformance with local plans and zoning, expressed through a response from the appropriate agency, would be a persuasive argument for terminating or modifying the proposed action.

Comment:

We are concerned that the section on Disposal Site Impacts (pages 25-33) does not mention the existence of several North Roseburg Sanitary District sewer lines crossing site number 9, including their main interceptor which can carry more than one million gallons of raw sewage a day. When originally installed, it was not possible to foresee the kind of load that may now be imposed upon them. We would hope that the Highway Department would require special attention being given to these lines since neither the people receiving service through these lines, nor the South Umpqua River, could tolerate damage to these lines. Lastly, the District is in the process of designing permanent repairs to the line damaged by last year's flood, and we would hope that these repairs could be completed prior to major filling being completed. We would hope there would be an opportunity for the North Roseburg Sanitary District and this Department to work with you and the contractor on the protection of these lines, if this site is chosen.

Response:

Site 9 (now site 10) was not approved, but the comment is noted.

Comment:

Not being familiar with all these sites, we would only comment in general that the Highway Department locate and identify any and all utilities that may exist on any of the sites and require appropriate protection. In addition, an attempt should be made to identify future utility needs and provide these prior to significant filling taking place.

Response:

These concerns were important considerations in the selection process of the regional engineer. No utility improvements are anticipated on any of the sites approved as a direct result of the fill activity.

City of Roseburg, Department of Public Works

Comment:

Prior to the City of Roseburg entering into an agreement with your contractors, S. D. Spencer and Son, many meetings and discussions were held regarding site 9 and the haul road to the site. Representatives of the state attended all these meetings and, as I am sure you will recall, no discussion ever included a grade crossing at Harvard Avenue. I had been assured by Highway Department officials that such a crossing was impractical due to traffic volumes, to which I agreed, and could not be considered. In fact, I myself, pointed out to the City Council and others the plan of an overcrossing over Harvard and the benefit it would provide the City. Your representative and the contractor both agreed and offered nothing to the contrary. Minutes of these meetings will document this.

Response:

Site 9 (Gaddis Park) was not approved, but the comment is noted.

Comment:

No mention is made in the report to the possible damage to the North Roseburg Sanitary Sewer lines within the disposal site. An application filed with the State Department of Geology by your contractor indicates he will not assume any responsibility for such damage. I suggest the Highway Department consider his proposal and evaluate sa[illegible]

Response:

No response is required.

The following comments and replies of the Oregon State Highway Division reflect responses to the Draft Supplemental Environmental Impact Statement, released November 1, 1974.

U.S. Department of the Interior

Comment:

Site 1, page 22. A fill on the floodplain can be expected to not only increase flood velocities at the site, but also increase the flood levels, both at the site, and for some distance upstream.

Response:

As this site was not approved, no response is required.

Comment:

Site 10, pages 37-43. The United States Geological Survey has computed the December 1964 flood to be approximately the 100 year flood. This is based on a revision of the published figure of peak discharge on the South Umpqua River near Brockway from 105,000 cfs to 125,000 cfs.

Response:

The Highway Division utilized the expertise and services of the United State Geologic Survey in their analysis of hydrologic impacts of the Fairgrounds sites. This interagency coordination is described in Appendix D.

Comment:

Site 11, page 44, and site 13, pages 49-50. Although these two sites are on the floodplain, it is not clear whether the waterway will be constricted or whether this will increase flood levels or velocities at this site.

Response:

Site 11, Mercy Medical Center and site 13, Brown's site, will not appreciably affect flood velocities and levels, due to their size and location in the floodplain. The two sites are in back-water storage areas and do not remove a large storage capacity.

Comment:

Site 10, page 39, paragraph 1. The statement that, "If public park lands are required for a highway project...," should be

revised to include reference to park lands of national, state, or local significance.

Response:

This suggested modification has merit, but as site 10 was not approved, no discussion of this site is included in the final supplemental EIS.

Comment:

Page 52, 3. Habitat, types, acreages, and wildlife species which will be involved should be included.

Response:

With the exception of the Mt. Nebo goats, no known plant and animal species on any of the sites is considered rare, endangered, or of interest to the local community. The type of habitat is important and is discussed in the draft, but the request for more detailed information was determined to be insignificant in the final selection of sites.

Comment:

Page 52, 4. Fish species which will be affected and a summary of environmental impacts to the river which will result from haul routes should be included.

Response:

The comment is noted, but all sites having haul routes utilizing low-water crossings have been rejected.

Comment:

Page 53, 3 and 5. A brief summary of the specific impacts which are described earlier should be included here so it will not be necessary to refer to other sections.

Response:

This section is a very brief summary of information presented previously in this document, and the Highway Division attempts to keep duplication to a minimum.

Comment:

Page 54. The statement that, "Use of a site could initiate development which will change the character of the surrounding area," should be clarified.

Response:

Any site which is modified by fill will have alternative future use potentials, which did not exist previously, and the use selected may affect adjacent properties. For example, if the site is successfully used for residential development, adjacent property values would change and potential for additional development would increase. This activity should be monitored and controlled by the responsible local agencies through implementation of the comprehensive plan and zoning.

Comment:

Page 55. The secondary impacts which will be caused by the "known development process" should be defined. Additionally, the relationship of these development processes to local zoning and comprehensive plans should be described.

Response:

The secondary impacts, which include changing land values and modified land-use patterns, should be known and understood by local planning officials and considered in any response to the site proposals. For example, the City of Roseburg objected to a preload on site 11 (St. Joseph's Church site) because it did not comply with established zoning ordinances.

Comment:

Page 55. The specific wildlife habitat should be listed, including vegetation type (riparian, upland, marshland, etc.) and total acreages which will be lost, as well as project-related irreparable damage to particular wildlife species.

Response:

See the answer to the question about the contents of page 52, 3 on the previous page The information requested is listed in an

earlier portion of the document, where the reviewer can compare it to other impacts. No irreparable damage to specific wildlife species is anticipated with any of the alternative sites discussed.

Comment:

Page 57. A measure to mitigate wildlife habitat loss should be considered. A possible activity would include revegetating fill areas with plants suitable for wildlife. This activity should be coordinated with appropriate State and Federal resource agencies.

Response:

Mitigation will be considered at sites in which future development is not anticipated to result from the fill activity. Mitigation is primarily controlled by the city and county through the issuance of permits and variances. The Douglas County Fairgrounds will landscape the fairgrounds fill upon completion of the project.

U.S. Department of Commerce

Comment:

Page 23, paragraph 2. The statement should acknowledge that the value of Chinook salmon fisheries breeding grounds are important not only to state interests but also to national and international interests.

Response:

The selected sites will not affect this fishery. We concur, however, with this statement from the Department of Commerce.

Comment:

Pages 52 and 53. The possible adverse impacts on anadromous fish that could result from either selecting site 1 (Sun Studs' site) for spoil disposal or from constructing a low river crossing structure (site 10) should be described in detail.

Response:

As neither site 1 nor site 10 was selected, a response is not required. This concern was one of many factors considered by the regional engineer in selecting disposal sites.

Comment:

Page 54. This section should explain the effect of reduced production of Chinook salmon on the state and the nation that could result if site 1 (Sun Studs' site) is selected for soil disposal.

Response:

As site 1 was not approved, no comment is required.

Comment:

Page 55. This section should discuss the amount of anadromous fish habitat that will be destroyed if site 1 (Sun Studs' site) is selected for waste disposal.

Response:

This site was not approved.

Oregon Fish Commission

Comment:

A Division of State Lands fill permit should be obtained prior to placing any proposed fill materials within the 10-year high-water flood frequency zone of the South Umpqua River. Application for a DSL permit provides a vehicle to coordinate specific details and conditions for a fill if there is to be one.

Response:

A permit has been obtained for two fills in the ten-year high-water flood frequency zone at the selected sites, Mercy Hospital and the Fairgrounds.

Oregon Department of Geology and Mineral Industries

Comment:

Marine shale beds intermixed with submarine lavas of Mt. Nebo may present incompetent areas, which will be subject to rock sliding from the excavated slope.

Response:

The resident engineer and project contractor are aware of this potential problem and have taken appropriate safety measures.

Oregon Department of Environmental Quality

Comment:

Air Quality: Plans for reducing fugitive dust emissions from construction activities not well defined.

Response:

In addition to the regulations in force described in the section entitled "Steps Taken To Minimize Unavoidable Adverse Environmental Effects," Section 233 of the Standard Specifications for Highway Construction, which deals with watering, applies to this contract. The extent of application of this regulation, like all pollution-related regulations, is at the discretion of the resident engineer and reflects his observations and the feedback he receives concerning the activities of the contractor.

Comment:

Noise Impact: A quantitative prediction of noise levels should have been made and noise control measures should have been shown at each impacted location instead of an "after the fact" solution.

Response:

Quantitative noise measurements were made for all critical receptors and respresentative sensitive areas affected by haul routes and disposal sites prior to selection by the regional engineer. The projected noise problem was one primary reason for the rejection of site 10. No noise impacts are anticipated at the sites selected, since mitigative measures will be taken where appropriate. Discussion of noise impacts and mitigative actions at the expanded Fairgrounds site are discussed on pages 15-17.

City of Roseburg, Department of Public Works, 11/6/74

Comment:

In reviewing the draft of this impact statement, I find that you have not considered the proposed embankment for a bike trail on

the north side of the South Umpqua River immediately east of Gaddis Park. This embankment is an integral part of the agreement with Spencer and Son and is spelled out in Paragraph 6 of the agreement (your exhibit A-2).

The residents of the Laurelwood area were concerned about embankment on Gaddis Park displacing additional water on this area and the embankment for the bicycle trail creating serious channel changes in the river. The latter condition was not mentioned in your draft.

Response:

Site 10 was not approved. However, hydrological studies conducted by the Highway Division show that no appreciable change in water levels would be anticipated from construction of the bike trail at the proposed elevation. The Gaddis Park area would still serve as a backwater storage area during periods of flooding.

City of Roseburg, Department of Public Works, 12/23/74

Comment:

Page 4. Statement that "in return for use of City and park lands" is misleading. The agreement between Spencer and Son does not rest with Spencer's option to use the lands, but was granted in good faith for the improvements required therein. The option to not use the property does not preclude the agreement.

Response:

This statement is a legal question concerning a contract between the contractor and the City of Roseburg. The Oregon State Highway Division is not a party to this contract.

Comment:

Page 15, Item 2. Off-road vehicles will pose traffic problems at grade crossings, yet further discussion of such grade crossings is deleted. In negotiating the easement and land-use agreement with Spencer and Son, the City of Roseburg, Staff and Council, was led to believe that if the haul route to Gaddis Park was implemented, an integral part of this plan was an overhead crossing of Harvard Avenue. This, it was felt, was a great benefit to the residents of the City and was used for justification in granting the easement. Since the overcrossing was outside the limits of the City property, it was not included in the agreement,

but records of the meetings between Spencer, the City Staff, the City Council, and representatives of Oregon State Highway Department to consider the easement will attest to the fact that this was a high priority in their consideration. It was felt by those involved that the requirement of this overcrossing would be the responsibility of the Oregon State Highway Department and a grade crossing of Harvard was out of the question (see attached letter of July 24, 1974).

Response:

Site 10 (Gaddis Park) was not approved.

Comment:

Page 16, Item 7. An earlier statement refers to a haul of 50 trucks an hour or 100 trips on Harvard Avenue with an ADT of 16,000 with numerous intersection and driveway conflicts. To use any route west on Harvard as a primary site, or receiving all the excavated material each day seems unreasonable due to the many conflicts and problems it would pose for the City. However, to split the haul to these sites and use them in conjunction with hauls to other sites seem more reasonable and would create less disturbance for the City.

Response:

No sites were approved which will use Harvard Avenue to the west.

Comment:

Page 34. It is noted that a temporary span over I-5 is considered here as minor, yet, again no mention of a span over Harvard Avenue has been considered. I-5 ADT - 15,400; Harvard Avenue - 16,000 plus school and hospital conflicts. Nowhere in the report has any consideration been given for a grade crossing of I-5 as has Harvard Avenue. Also an alternate route using Harvard Avenue is mentioned with no indication of the impact it would have with the existing traffic patterns or the present ADT of 18,700.

Response:

A grade crossing of I-5 is not a feasible alternative, due to safety considerations. The proposed hauls along Harvard Avenue will have impact on traffic flow, but these portions will be completed rapidly. Coordination with school-generated traffic will be considered. Costs for the small number of hauls preclude consideration of an overhead structure to the Hutchins' Oak Street Bridge site.

Comment:

Page 34, last line. There is no one-way grid system affected or reasonably close to this site.

Response:

The one-way grid system referred to is the bridges over the South Umpqua River. Traffic on the bridge closest to the fill travels east, so it can be seen only by looking back from a vehicle, and the Oak Street Bridge provides a partial barrier to travelers going westbound across Washington Street Bridge.

Comment:

Page 35, site 10. Again no mention of overhead structures on Harvard Avenue, except as an alternative. This is of prime importance to the City and cannot be over-emphasized.

Response:

No response is required.

Comment:

Page 35-44. The agreement between Spencer and Son requires an embankment for a bike trail. This fill, although it could be considered as a minor site, could have a major impact and should, I feel, be included in this report since the 50,000 cubic yards are a part of the agreement as much as the 320,000 designated for Gaddis Park (see attached letter of November 6, 1974).

Response:

As this site was not approved, no response is required.

Comment:

Page 39. Reference is made to "an existing storm sewer drainage facilities running through the park area." I believe the writer is making reference to sanitary sewer facilities since I know of no storm system within the park. In discussing the possible problem with North Roseburg Sanitary District, I understood some relocation or replacement of their facility would be required with the use of this site. This should be considered.

Response:

No response is required.

Comment:

Page 41. 40 to 60 trucks per hour or 80 to 120 grade crossings per hour at Harvard Avenue, again 16,000 ADT is unreasonable, yet very good justification for a temporary overhead.

Response:

No response is required.

Comment:

Page 42. The contractor, S. D. Spencer and Son, has as of this date, December 23, 1974, not supplied the City with a bond.

Response:

The comment is noted.

Comment:

Page 44, site 11. To me, a volume of 40-60 trucks per hour with an existing congested 18,700 ADT seems unreasonable and the alternate route through site 9 would be of considerable less impact on all.

Response:

No response is required.

Comment:

Page 46, middle of page. "Access patterns to site 12 would be identical" should read site 13 instead of 12.

Response:

The comment is noted.

Comment:

Page 46-50. Site 12--this site proposes a number of problems. The letter of agreement allows the contractor to place material on the site to elevation 454, a minimum 13 feet above the existing sidewalk. Aesthetically, this would create a serious problem for West Roseburg even until its removal in 1979.

Response:

No response is required.

Letter from Paul Geddes, Attorney, City of Roseburg

Comment:

I address this letter to you as City Attorney for the City of Roseburg, Oregon, relative to the proposal by S. D. Spencer and Son and St. Joseph's Catholic Church that material from Mt. Nebo be placed upon the Catholic Church property adjacent to Harvard Avenue.

Your attention is called to the fact that the property in question is zoned for residential purposes. Our zoning ordinance only permits certain uses of land in areas so zoned. The storage of rock or other materials is not one of the permitted uses.

Judging from the Environmental Impact Statement, as it pertains to this particular property, I find that plans call for a placing of up to 330,000 cubic yards of material on the site, of which 230,000 cubic yards would be removed by 1979.

The filling in of land on residentially zoned property is permitted under our ordinances if the purpose is merely that of filling in lowlands and to create a proper grade on the surface of the property. However, it appears from the information at hand that substantially two-thirds of the materials proposed to be placed on this site would later on be removed and that, accordingly, the property primarily would be used for storage of rock and other materials. This would constitute a use which is not authorized under our ordinance and would be an act which is prohibited thereby.

Response:

The comment is noted, and the site has been rejected.

Letter from Milton Schweppe, Tipton Road

Comment:

When the Fairgrounds first requested the fill, it was for 90,000 cubic yards. This amount has recently been increased to 290,000 cubic yards. However, the amount of fill mentioned above combined with the location of the fill and the type of soil on the south side of the river will so change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statements also state that the Fairgrounds fill site is being considered for a hot plant/crusher. The amount of noise that is being created from the trucks and cats working on the fill is already disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will create will be another concern.

Response:

A detailed hydraulics report is included in the final supplemental environmental impact statement in Appendix D. To recapitulate, our analysis shows a maximum increase of 9 inches in floodwater height if the 1964 flood were duplicated. In no case will homes previously unaffected be flooded. Water would be slightly higher at properties.

The Fairgrounds is being considered for a hot plant and crusher, as outlined on the photo after page 15. Recognizing the noise problem, the Highway Division has taken ambient noise measurements and measurements of similar equipment at another location. Acoustical impacts are discussed on pages 15-17. A mitigative measure will be placement of a berm for the duration of the operation of the hot plant and crusher. This berm will reduce ambient noise levels across the river to L_{10} 69 dBA at the ambient survey sites. The berm will be in place prior to any crusher activity and will be removed only after all hot plant operations are completed as a final step in dressing up the Fairgrounds disposal site.

Letter from Jacqueline Davidson, Tipton Road

Comment:

When the Fairgrounds first requested the fill, it was for 90,000 cubic yards. Naturally, this is my first concern, because this amount has increased to 290,000 cubic yards. However, the amount of fill mentioned above combined with the location of the fill and the type of soil on the south side of the river will so change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statement also states that this Fairgrounds fill site is being considered for a hot plant and crusher. The amount of noise that is being created from the trucks and cats working on the fill is already disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will create will be another concern.

Response:

See the response to the letter from Milton Schweppe, above.

Letter from Virgie Whitsett

Comment:

When the Fairgrounds first requested the fill, it was for 90,000 cubic yards. This amount has recently been increased to 290,000

cubic yards. However, the amount of fill mentioned above combined with the location of the fill and the type of soil on the south side of the river will so change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statement also states that this Fairgrounds fill site is being considered for a hot plant and crusher. The amount of noise that is being created from the trucks and cats working on the fill is alread disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will create will be another concern.

Response:

See the response to Milton Schweppe, above.

Letter from Sarah Mason

Comment:

This letter is a twelve-page statement which discusses many issues. Issues not duplicated in the Schweppe letter are listed below and responded to.

1. How will the Fairgrounds fill affect our property, already damaged in the 1974 flood?
2. Noise and vibration harass us continually.
3. The noise and dust from a hot plant and crusher could cause a discomfort.

Response:

1. See the hydraulics report in Appendix D.
2. The results of the investigation are discussed on pages 15-17. Vibration is not a valid concern, as the intervening bedrock under the river would absorb any vibrations caused by construction activity.
3. Dust will be controlled as required in the Standard Specifications for Highway Construction. Ambient noise measurements have been made and are discussed on page 16. Anticipated impacts will be mitigated by placing a berm between the hot plant/crusher site and the river.

Letter from Citizens for State Planning

Comment:

An in-depth discussion of future land-use plans for the area (if existent) and the possible impact of the fill sites on these should be included in the Final EIS.

Response:

Information available on future land use is confined to comprehensive city and county plans, zoning, and the concurrence of local officials on the selection and proposed uses of sites.

Comment:

A plan to monitor noise and traffic problems during the six-month hauling period.

Response:

As off-road routes will be used for most hauls, no monitoring of traffic disruption will be required. Monitoring noise for the short period would be of little value, given the proposed routes because anticipated levels of any impacts are both short-term and minimal.

Comment:

If site 7 is selected and fill is deposited along the South Umpqua riverbank, a procedure for monitoring its effect on stream characteristics.

Response:

A detailed hydraulics study has been conducted to predict future effects and is placed in Appendix D. Based on predicted effects, we feel that monitoring should not be necessary.

Comment:

Site 7 in conjunction with the mandatory sites could utilize all the fill material. However, the utilization of another 400,000 cubic yards of fill material along the South Umpqua riverbank entails certain dangers to the River. It would be of interest to discuss these dangers in the Final EIS as opposed to the advantages

of restricting all the fill to sites 5, 6, 7, and 11. Minimizing the number of sites should limit the impact on future Roseburg growth.

Response:

The number of sites used is constrained by economic limitations--those associated with hauling costs. Even if all the floodplain sites had been approved, except site 1, the total effect on river hydraulics would be minimal, and aquatic populations should be unaffected.

Letter from R. Garriott, M. Garriott and Mike Satran

Comment:

Is there any way we can stop them -- or fill on our side to protect ourselves in hopes of maintaining our land in the event of future floods. Enclosed are three portions of the Draft Supplemental Environmental Impact Statement that verify my statements.

Response:

See the response to Milton Schweppe's letter, above.

APPENDIX A

Requests for material in quantities of less than 50,000 CY received by contractor

Name	Location	Amount
Kaiser-Aetna	Garden Valley Rd./Stephens St.	23,000 CY
Werner Buchler	Not known (would pick up). Claims to have a Land Board permit.	2,500 CY
Helen Woods	Not known (would pick up). Permit claimed.	43,000 CY
Swinford Properties	North of Fairgrounds	40,000 CY
Mrs. Rolls	North of Fairgrounds	5,000 CY

Additional verbal requests for small amounts to be picked up.

APPENDIX B

METHODOLOGY OF NOISE STUDIES

Sound Measurement

Sound level meters have built-in weighing networks which are used to simulate human hearing perception. The A weighting network (Figure A) is used for most sound measurements because it was designed to approximate the normal hearing threshold curve for young adults and has been found to correlate well with subjective response. The B and C networks were originally intended for use in measuring sounds of high intensity, but are seldom used today. Sound level requirements are given in dB"A" to indicate use of the A weighting network.

Loudness

Because sound pressure levels are derived using logarithms, a doubling of sound intensity always results in a 3 dBA increase in sound level.* A ten-decibel increase, however, is required before a doubling of loudness is perceived. Thus, assuming constant speed, a doubling of traffic volume on a given street will, theoretically, result in a 3 dBA increase in sound level, a change which would be barely noticeable.

Conversely, directing half the traffic volume from a heavily-traveled street onto a less well-traveled street will lower the noise level on the first street by only 3 dBA, while increasing the noise level on the second street substantially.

Figure B, on the next page, may be used to gauge the relative loudness of sounds discussed in this document.

*The decibel is defined as ten times the logarithm of the ratio of sound intensity to that of a standard reference intensity.

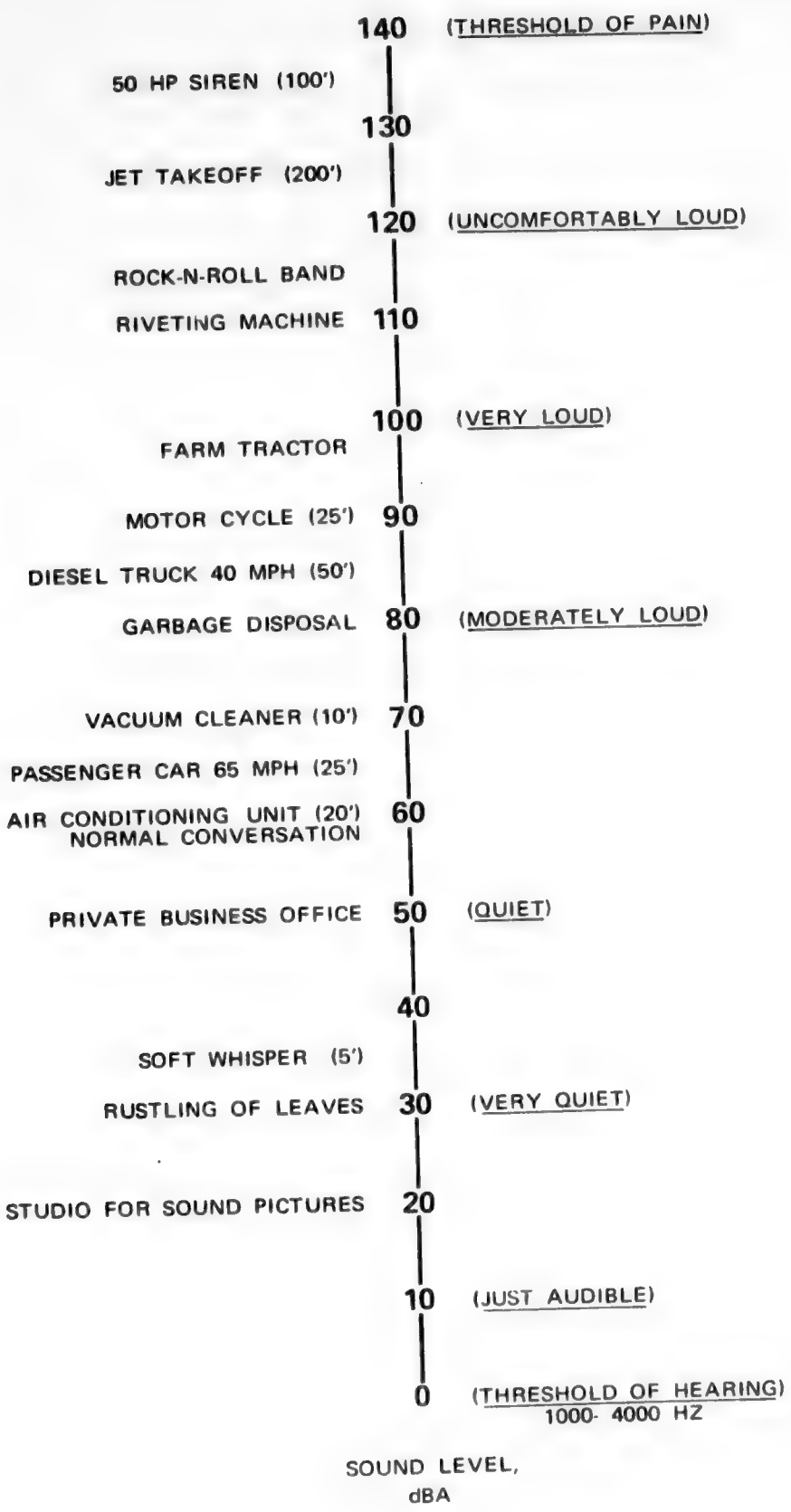
$$dB = 10 \text{ LOG } \frac{\text{SOUND INTENSITY}}{\text{STANDARD REFERENCE INTENSITY}}$$

To combine decibels, sound intensities must be added and the logarithm of the sum taken. For two equal sources, the sound level increase is:

$$dB = 10 \text{ LOG } (2) = 3.0103$$

FIGURE B

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS

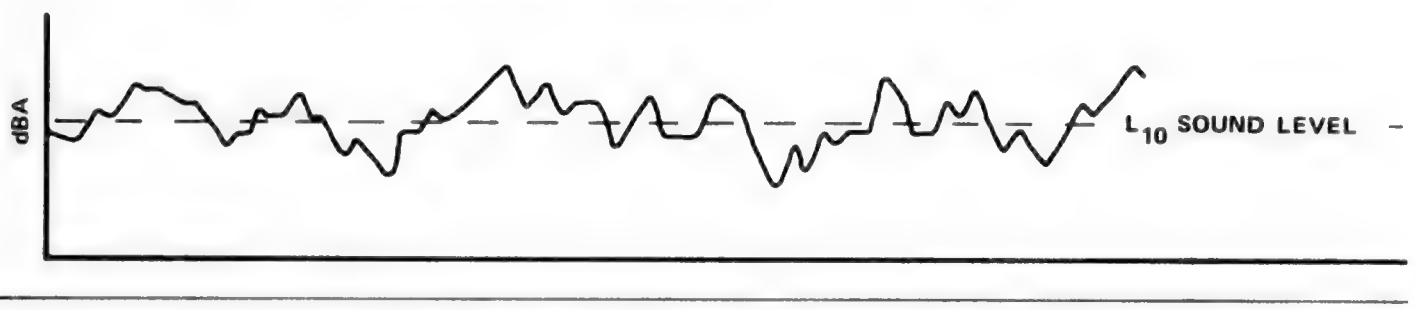


Traffic Noise Parameters

Since traffic noises fluctuate through time, they cannot be described by a simple dBA measurement, as would be used for steady noises. Instead, statistical descriptions are used to show the percentage of time a given sound level is exceeded.

The sketch below represents noise level as a function of time as it might occur beside a highway. A dotted line has been drawn through the data to show the sound level that is exceeded 10 percent of the time. This level is called the L_{10} sound level and is an indicator of the maximum sound level during a given time interval. The L_{10} sound level is

NOISE FLUCTUATIONS ON A TYPICAL DAY



largely influenced by the number and speed of trucks and is used in the FHWA guideline to estimate noise impact on land-use sites.

The sound levels exceeded 50 and 90 percent of the time are called the L_{50} and L_{90} sound levels, respectively. A reasonably reliable description of the urban noise environment can be given by stating these statistical levels over a specified portion of the day.

The Federal Highway Administration has developed guidelines for five categories of land use, based on sensitivity to noise. This table, presented on the next page, shows the design L_{10} noise level. When preliminary analysis shows these standards will be exceeded, abatement measures should be investigated and, if feasible, incorporated into the proposed

improvement. In those cases where abatement measures are not feasible or possible, exceptions to the design noise levels should be requested from FHWA on a case-by-case basis.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Land-Use Category	Design Noise Level - L10	Description of Land-Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), this PPM.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: U.S. Department of Transportation, Federal Highway Administration, PPM 90-2, Noise Standards and Procedures, (Transmittal 229, Feb. 8, 1973).

TABLE 2

POTENTIAL IMPACTS OF HAUL ROUTES

Sites	Dust[a]	Noise	Traffic	Habitat	Reclamation	River
1	Minor	Minor	Moderate-trucks mixed with traffic in both directions from Fairgrounds south.	Impact on aquatic habitat at temporary river crossing and approach.	Governed by Fish Commission and Wildlife Commission regulations.	Low-level temporary crossing
2	Withdrawn by landowner					
3	Moderate	Minor	Same as 1	Use existing right-of-way to reach site.	Not applicable	Not applicab[illegible]
4	Minor	Major	None	Same as 3	Not applicable	Not applicable
5(M)	Minor	Minor	None	Same as 3	Not applicable	Not applicable
6(M)	Minor	Minor	None	Same as 3	Not applicable	Not applicable
7	Moderate	Minor	None	Same as 3	Not applicable	Not applicable
8	Moderate	Moderate	None	Loss of habitat to wildlife dependent on size of cuts and fills, road uses and acres.	Not defined in plans; difficult because of lack of topsoil and steep slopes.	Not applicable
9	Minor	Moderate	None	Same as 3	Not applicable	Not applicable
10	Sub-stantial	Substantial	Moderate potential at grade crossing of Harvard Ave.	Undeveloped habitat lost through park development.	Temporary road-land to be returned to natural state.	Low-level temporary
11(M)	None	Moderate	Potentially moderate--involves left-turn movements in Harvard Intchge.	If through site 9, disruption of riparian habitat.	Not applicable	Not applicable
12	Minor	Moderate	Major--left-turn movements across Harvard Ave. and travel approximately 1 mile with traffic.	Same as 3	Not applicable	Not applicable
13	Minor	Moderate	Same as 12	Same as 3	Not applicable	Not applicable
14	Moderate	Minor	Major--through Harvard Ave. Interchange northbound and Garden Valley Interchange in both directions.	Habitat used for approximately one mile of upland will be lost.	No plans available	Not applicable

(M) - Mandatory
a - See discussion under "Impact Mit[illegible]

TABLE 3

POTENTIAL IMPACTS OF DISPOSAL

Sites	Visual	Noise	Natural Habitat	Geology	Floodplain	Future Use
1	Major from freeway; none from City.	None	Major-irreversible loss of Chinook spawning beds.	None	Possible alteration of stream flows and velocities.	Plant expansion
2	Withdrawn by landowner					
3	None from freeway or City.	Minor	Moderate-riparian woodlands, disrupt stream inhabited by cutthroat trout.	Moderate-steep slopes, possibility of future slides.	Not applicable	Reprocessing rock
4	None from freeway or City.	Major	Major-40 acres of upland grass and oak.	Moderate-removal of surface natural prior to fill.	Not applicable	Reprocessing rock
5(M)	Minor from freeway; none from City.	None	Minor-riparian vegetation.	None	Minimal	Increased parking capacity.
6(M)	Minor from freeway; none from City.	Minor	None	None	Minimal	Increased parking capacity.
7	Moderate from freeway; none from City.	Minor	Minor-mostly grasslands used for parking lot	None	Minimal at present disposal level (290,000 cu.yds.)	Fairgrounds development
8	Moderate from freeway; potentially major from City.	None	Major-17 acres of upland oak woods habitat.	Major-four fills on moderate to steep fills.	Not applicable	Homesites
9	Minor from freeway northbound; major from City.	Minor	Moderate-extensive riparian vegetation.	None	Minimal	Restaurant-hotel complex.
10	Major from freeway; minor from City.	Major	Moderate-21.1 acres of grasslands and one "dead" stream.	None	Minimal	Industrial site park development
11(M)	None from freeway; minor from City.	Minor	Minor-some riparian vegetation.	None	Very minimal	Increased parking capacity.
12	None from freeway; major from City.	Major	Minor	None	Very minimal	Improved playground.
13	Same as 11	Minor	Minor	None	Minimal	Unknown
14	Possible major from freeway; none from City.	None	Potentially major-depends on detailed plans.	Potentially major	Not applicable	Homesites

(M) - Mandatory

TABLE 4

SITE HABITAT IMPACTS

Sites	Dominant Existing Land Suitability/Use	Forecast Land Use After Fill	Rehabilitation Problems	Effects on Wildlife
1	Fish and wildlife	Industry		Irreversible loss of Chinook salmon spawning beds.
2	Withdrawn by landowner			
3	Fish and wildlife	Unknown	Proximity of stream	Stream channelization or culvert.
4	Wildlife	Reprocessing		Permanent loss of habitat.
5	Open space	Public recreation		
6	Open space	Public recreation		
7	Open space	Public recreation		
8	Wildlife	Barren, possible home sites	Steep slopes limited top-soil	Permanent habitat loss, or lengthy rehabilitation process.
9	Wildlife	Motel and restaurant		Permanent habitat loss.
10	Open space	Light industrial-public recreation and wildlife		Long-term loss of most habitat at site.
11	Wildlife	Parking lot		Long-term habitat loss.
12	Open space	Playground		Permanent loss of habitat.
13	Orchard	Unknown	Floodplain	Long-term loss of habitat.
14	Wildlife	Low density residential development		Diffusion of small packets of permanent habitat loss over large area.

APPENDIX D

HYDRAULICS STUDY

MANDATORY DISPOSAL SITES

GARDEN VALLEY ROAD - FAIRGROUNDS INTERCHANGE

PACIFIC HIGHWAY

DOUGLAS COUNTY

ADDENDUM NO. 2

The purpose of this report is to set forth the effects on the river environment of three alternate fill proposals for Area 2 at the Douglas County Fairgrounds. Alternate 1 and 3 were proposed by Mr. Allenby, Douglas County Fair Manager. Alternate 2 was proposed by the Hydraulics Unit, OSHD.

After an on-site meeting October 2, 1974, between Oregon Wildlife Commission personnel, a Division of State Lands representative, and the Manager from the Fairgrounds, a general riverward limit for the toe of the proposed fill was agreed to. The Fair Manager suggested a fill pattern on the floodplain (Alternate No. 1) to the Region Office of the Oregon State Highway Division. Another plan, Alternate No. 2, was suggested by the Hydraulics Unit of OSHD to minimize the effects of the fill on the current pattern of the river at flood stage. Another meeting was held on December 17 between Mr. Allenby, Mr. Otis Jordan, Contractor's Superintendent, and Mr. Al Bates, Construction Resident Engineer for the Highway Division, at which a third plan, Alternate No. 3, was suggested for the waste disposal in Area No. 2.

During the December 1964 flood, the floodplain, where the disposal site is situated, was flooded to an elevation of 458 ft. (±), at a depth of about 18 feet over the natural terrain (approximately 440 ft. elevation). The higher velocity river currents shifted toward the left bank across this floodplain, which appeared to relieve, to a certain extent, erosive effects along the right bank in the immediate area.

See Figure #1 for sketches of the following alternates at River Station 690+30.

Alternate No. 1

The first plan proposed by Mr. Allenby involved filling to an elevation of 449 to 452 ft. at the top of the 2:1 slope extending up from the river. From the top of the slope the fill would continue upwards on a 0.04 ft/ft slope away from the river to a slope catch on natural ground. At the lower (or downriver) end of the site two amphitheaters would be left open within the fill area (see Mosaic #1). A 100-year frequency highwater would still inundate the disposal site but to a lesser depth of 7-10 feet. The primary

effect from the fill would be a shifting in the river current, back toward the main channel which might cause additional erosion along the right bank across and just downstream from the fill area.

Alternate No. 2

This proposal was suggested by the Hydraulics Unit of the Oregon State Highway Division and was based on aerial oblique photographs taken during the January 1974 flood which showed that the current appeared to leave the main channel about halfway through the disposal site and travel over the floodplain to the lower end of the site. The proposed fill pattern involves a lower-elevation bench through this particular area with the upper bench pulled away from the river channel, so as to allow the river currents to remain in about the same pattern as before (see Mosaic #1). As a result, there would be little or no additional erosion along the opposite river bank. There would not be any amphitheaters as requested by Mr. Allenby.

Alternate No. 3 (Mosaic No. 2)

This is the latest proposal made by Mr. Allenby and Mr. Jordan to Mr. Bates during their meeting on December 17, and involves confining the river to the main channel throughout the length of the fill area. An amphitheater, which would be open to the river on its downstream end, would be constructed at the lower end of the site. The high velocity current pattern would be confined within channel limits and could possible result in erosion along the right bank across and just downstream from the site.

Flood Profiles

A request was made of the U.S. Geological Survey, Water Resources Office in Portland, for a computer analysis to establish a difference in water surface profiles between the natural condition and each alternate for the 100-year and 10-year frequency floods. River cross-sections taken by Highway Division survey crews together with templates for each of the three alternates were furnished to the Geological Survey office for the computer run. The results indicate the difference in water elevations to be expected relative to a natural condition at the site. The greatest effect indicated by the profiles would be found at a narrow reach of the river, Station 712+85, about 700 feet upstream from the site --- an increase in stage of 0.5 foot for Alternates No. 1 and 2, and 0.8 foot for Alternate No. 3 (see Figure 3). The cross-section of the river at the narrow reach has been superimposed on the Alternate 3 template, Figure 1, at Station 690+30 and on the Alternate 3 template, Figure 2, Station 702+50; the narrow reach of river has a cross-sectional area of approximately 20% less than that of Alternate No. 3. The stage increase upstream and downstream from this point is less, generally 0.2 to 0.4 foot.

During the December 1964 flood many of the homes along the right bank within this reach of the river had water up to their foundations and even under the floors in some instances. Information presently available indicates that water did not reach the main floors of any of the houses. The Grant Phillips' home at 300 Tipton Road was constructed after the 1964 flood; it has a daylight basement which has a double garage, a bedroom, an office, etc., with wall-to-wall carpeting - all with floors below the elevation of the 1964 flood (approximately 1-1/2 to 2 feet).

Summary

Observations by Mr. Al Bates during recent highwater indicate that presently, when the river is confined between the two banks without reaching the floodplain, the current pattern is still against the left (or fill) bank and water along the right bank at the curve in the river near the lower end of the disposal site is almost still or is eddying back upstream. This leads to the assumption that there would be very little effect along the right bank from confining the river as proposed in Alternate No. 3.

Based on the computer analysis from the U.S. Geological Survey, the increase in river stage for a 100-year frequency flood regardless of which alternate is implemented would not inundate the floors of the homes in question along the right bank across and upstream from the disposal site -- with the exception of the basement of the Phillips' home. Cross-sections taken near five of the homes indicate that some of the homes may be surrounded by water - more so than during the December 1964 highwater. The floodwater around the homes is not fast-moving water, but rather, relatively still, ponding water.

Richard B Lenz

Richard Lenz
Hydraulics Engineer

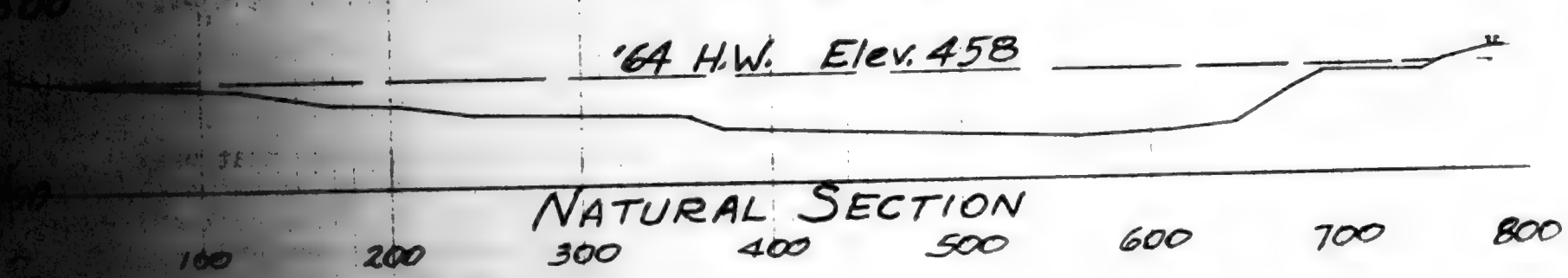
January 8, 1975

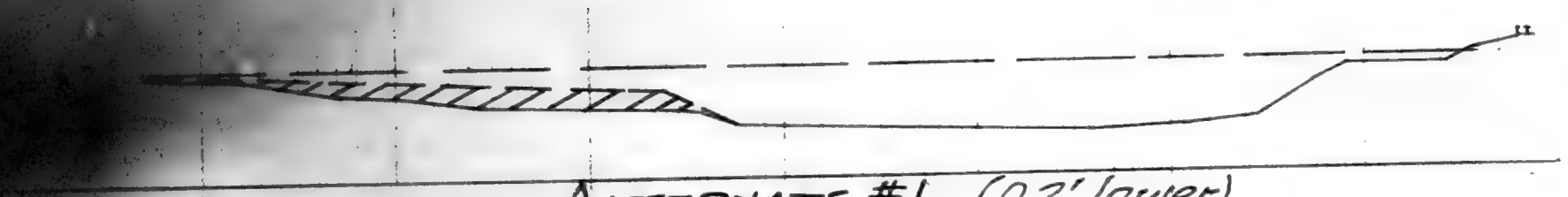
RLL:jk
Attach.

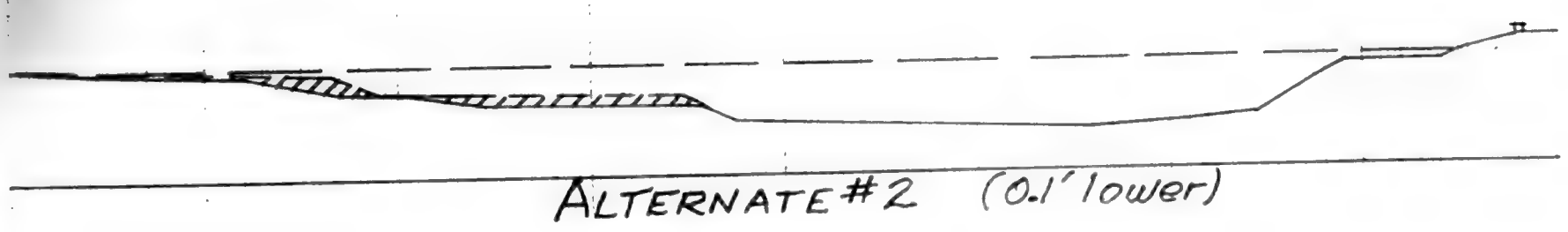
cc: E. S. Hunter
V. D. Wolfe
Alfred Shirley, Jr.
Gary Potter
C. T. Keasey
J. H. Versteeg
Al Bates

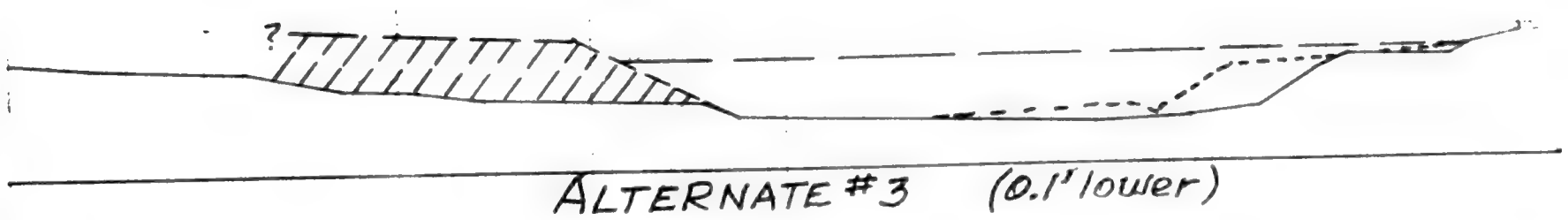
STATION 690+30

(Approx. 700' d.s. of Mason home–
221 Tipton Rd)









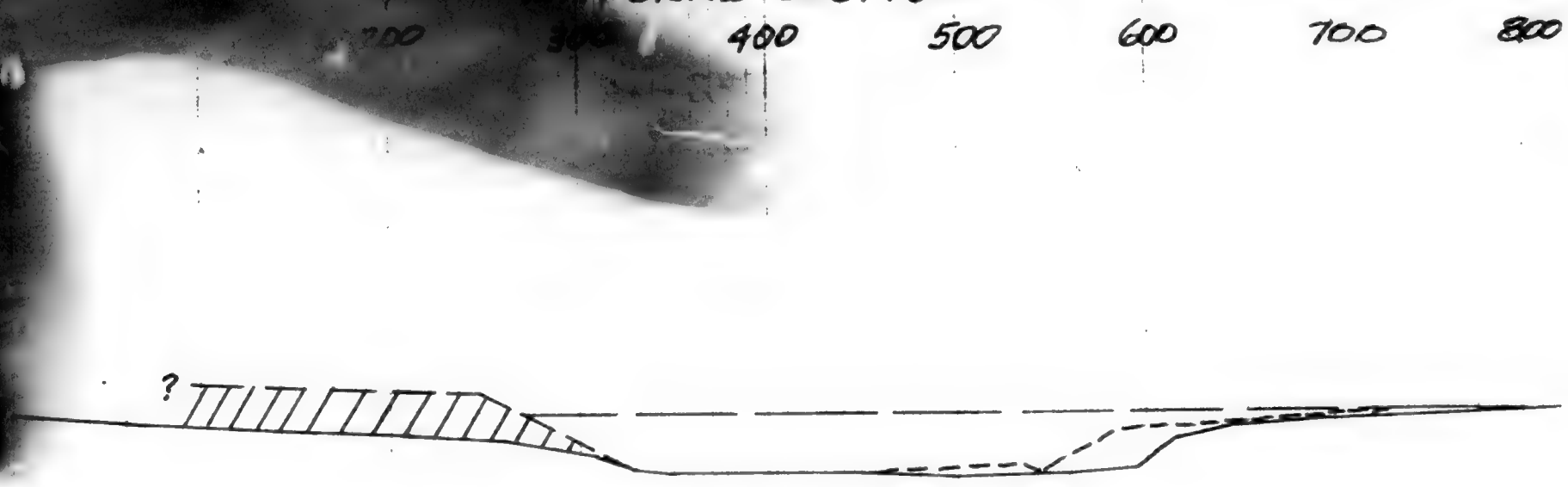
Scale: 1" = 100' Hor. & Vert.

FIGURE 1

STATION 702+50

(Approx. 100' u.s. of Smothers' home-
240 Tipton Rd.)

NATURAL SECTION



Alternate #3 (0.5' higher)

(Alternates 1 & 2 - 0.2' higher)

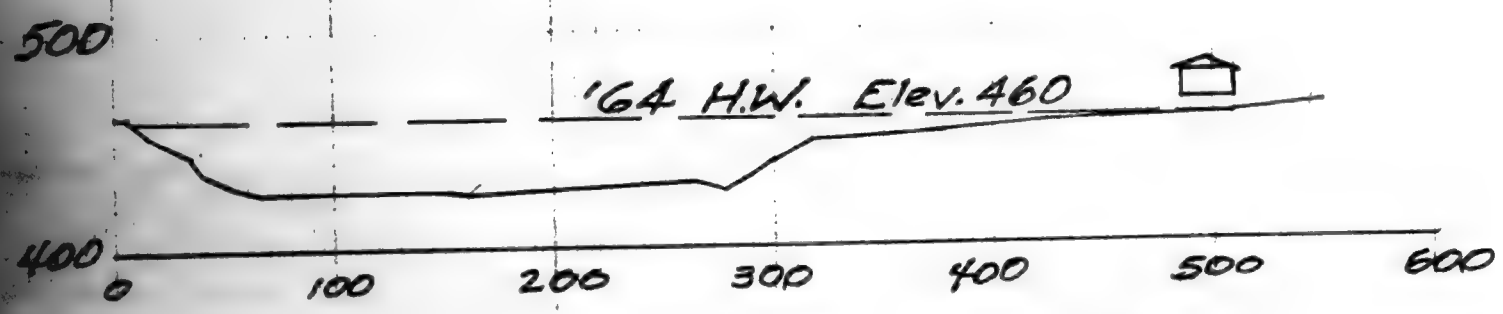
Scale: 1" = 100' Hor. & Ver.

FIGURE 2

STATION 712+85

(Approx. 150' d.s. of Garriott home – 500 Tipton Rd.)

Narrowest Section of River



ALTERATE #1 – 0.5' higher

" #2 – 0.5' higher

" #3 – 0.8' higher

Scale: 1" = 100' Hor.
Vert.

Area of waterway is 20% less than Alternate #3 @ Sta. 690+30

Scale: 1" = 5' Vert
10' Hor.

FIGURE 3

APPENDIX E
RESPONSES TO ROUGH DRAFT ASSESSMENT

DEPARTMENT OF ENVIRONMENTAL QUALITY

Southwest Regional Office
1000 S. E. Stephens Street
Roseburg, Oregon 97470

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-

TOM McCALL
GOVERNOR

KESS CANNON
Director

July 29, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: AQC - Douglas County, General

Dear Mr. Shirley:

We have taken the opportunity to review the following document which was released on July 19, 1974: "Garden Valley Road-Fairgrounds Interchange Section-Environmental Assessment of Waste Disposal Sites and Haul Routes." Because of time limitations, we were not able to field inspect any of the proposed sites discussed in the Environment Assessment prior to commenting.

For your consideration, we would offer the following comments:

1) The section on Disposal Site Impacts (pages 25-33) does not address the question of preparing the disposal site prior to use. We are particularly concerned about those sites which may require extensive clearing prior to use. As you are aware, as of July 1, 1974, OAR 23-010(3) (see attached) does not permit the open burning of land clearing debris in Special Control Areas. Roseburg and environs lie within the Umpqua Special Control Area.

2) The section on Disposal Site Impacts (pages 25-33) while discussing possible future uses (see Table 3, page 26) for each site does not seem to address the questions of appropriateness or feasibility of these proposed uses. We are particularly concerned about those sites where either homes or commercial uses are proposed (Sites 2, 6, 7, 9 and 10). It seems appropriate to discuss beforehand as to whether or not the proposed use is consistent with the County's Land Use Plan and whether or not minimal public services (water, sewers, access, schools, fire protection, etc.), consistent with projected density, can be provided.

3) We are concerned that the Section on Disposal Site Impacts (pages 25-33) does not mention the existence of several North Roseburg

Sanitary District sewer lines crossing site number 9, including their main interceptor which can carry more than one million gallons of raw sewage a day. When originally installed, it was not possible to foresee the kind of load that may now be imposed upon them. We would hope that the Highway Department would require special attention being given to these lines since neither the people receiving service through these lines, nor the South Umpqua River, could tolerate damage to these lines. Lastly, the District is in the process of designing permanent repairs to the line damaged by last year's flood, and we would hope that these repairs could be completed prior to major filling being completed. We would hope there would be an opportunity for the North Roseburg Sanitary District and this Department to work with you and the contractor on the protection of these lines if this site is chosen.

4) Not being familiar with all these sites, we would only comment in general that the Highway Department locate and identify any and all springs that may exist on any of the sites and require appropriate protection. In addition, an attempt should be made to identify future springs and provide these prior to significant filling taking place.

If there are any questions regarding the above matters, please feel free to contact this office.

Cordially,

KESSLER R. CANNON
Director

Richard P. Reiter

Richard P. Reiter, Administrator
Southwest Regional Office

RPR:st

cc: Wayne Hansen, Air Quality Control Division
Chuck Howe, Douglas County Health Department
Dick Reynolds, Douglas County Planning Department

Subdivision 3

OPEN BURNING

[NOTE: Unless otherwise specified, sections 23-005 through 23-020 of Chapter of the Oregon Administrative Compilation were adopted by Department of Environmental Quality 1972 and filed with the Secretary of State February 15, 1972 as DEQ ...als application portions of SA16.]

23-005 DEFINITIONS. As used in this section, unless the context requires otherwise:

(1) "Industrial waste" means liquid or ...id waste resulting from any process or activity of industry or manufacturing.

(2) "Forced-air pit incineration" means any method or device by which burning of wastes is done in a sub-surface pit or above ground enclosure with combustion air supplied under positive draft and controlled in such a manner as to optimize combustion efficiency and minimize the emission of air contaminants.

(3) "Land clearing debris" means waste generated in clearing any site.

(4) "Open burning" means burning conducted in such a manner that combustion air may not be effectively controlled and that combustion products are not vented to the atmosphere through a stack or chimney.

(5) "Special Control Areas" means those areas so designated in OAR Chapter 340, Section 21-010, subsections (2), (3) and (4), including respectively: the Umpqua Basin, the Rogue Basin, and within (3) miles of cities having a population of 4000 or more.

(6) "Waste" means useless or discarded materials.

23-010 PROHIBITED PRACTICES. (1) Open burning of the following wastes is prohibited:

(a) Industrial waste

(b) Any materials, including, but not limited to asphalt, waste petroleum products, and rubber products, which normally emit dense smoke, noxious odors, or creates a public nuisance.

(2) Open burning of waste from commercial and governmental establishments, including solid waste disposal sites, is prohibited within the boundaries of Special Control Areas.

(3) Open burning of land clearing debris, other than that otherwise exempted by law, is prohibited after July 1, 1974, within the boundaries of Special Control Areas.

23-015 REGULATION OF AUTHORIZED OPEN BURNING. (1) Open burning not specifically prohibited by this regulation may be subject to regulation by the Department and shall be conducted within time periods and in accordance with burning requirements designated by the Department.

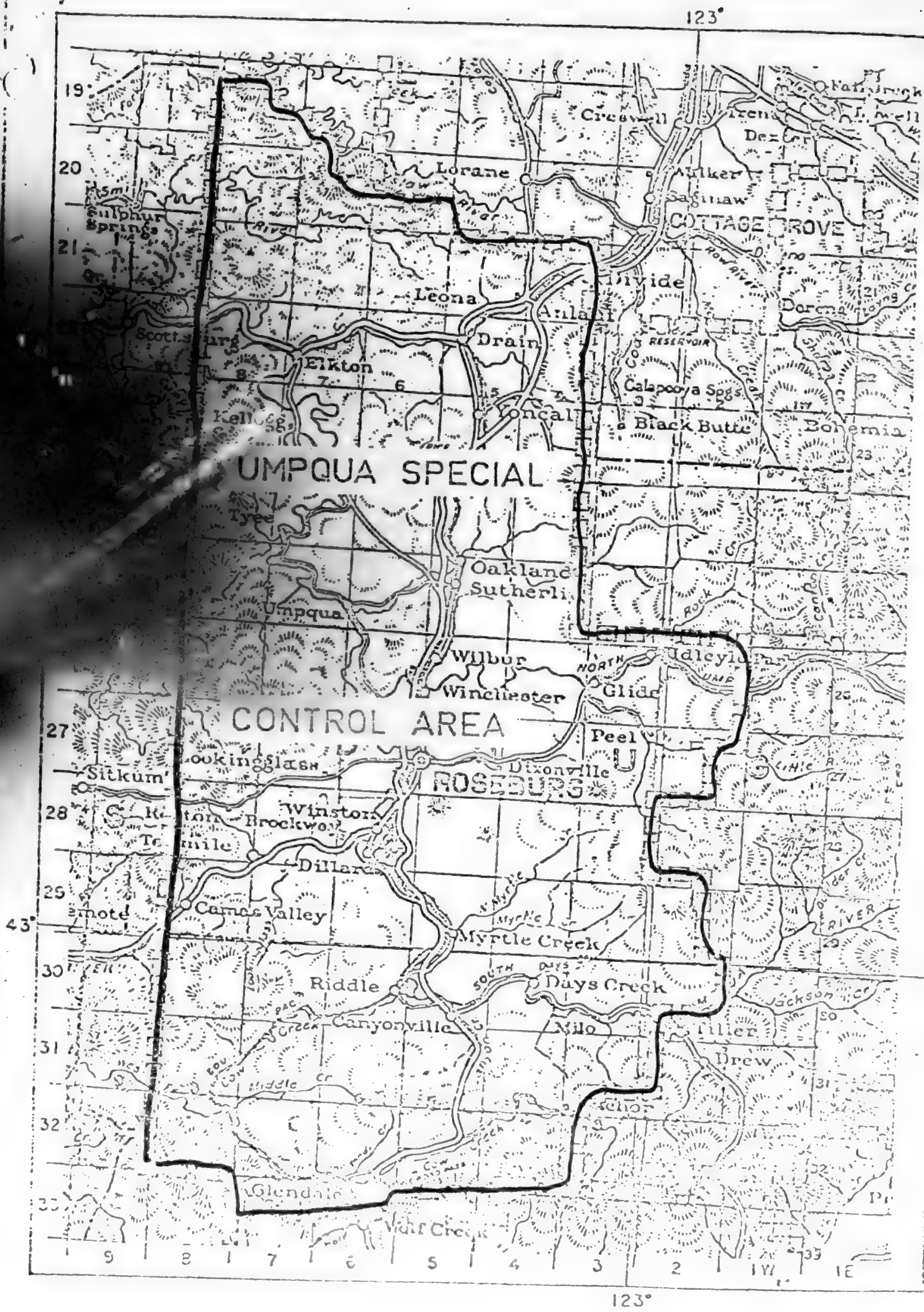
(2) No open burning shall be conducted on any day when the Department advises fire permit issuing agencies to not issue permits because of adverse meteorological or air quality conditions.

23-020 FORCED-AIR PIT INCINERATION. (1) Forced-air pit incineration will be approved as an alternative to open burning prohibited by this regulation, provided it is demonstrated to the satisfaction of the Department that:

(a) No feasible or practicable alternative to forced-air pit incineration exists;

(b) That installation is designed, installed and operated in such a manner that visible emission standards set forth in OAR Chapter 340, Section 21-015, are not exceeded.

(2) Authorization to establish a forced-air pit incineration facility shall be granted only after a Notice of Construction and Application for Approval is submitted pursuant to OAR Chapter 340, Sections 20-020 to 20-030.


123°
43°
UMPQUA SPECIAL
CONTROL AREA
ROSEBURG
Lorane
Sulphur Springs
Leona
Drain
Elkton
Kellogg
Tyee
Oakland
Sutherlin
Umpqua
Wilbur
Winchester
Glide
Idleyld
Peel
Dixonville
Looking Glass
Sitkum
Winston
Brockwood
Dillard
Canes Valley
Myrtle Creek
Riddle
Days Creek
Canyonville
Yoncalla
Calapooya Spgs
Black Butte
Bohemia
Cottage Grove
Drew
Glendale
Galesville Res.
Jackson Cr
Myrtle Cr
Middle Cr
Rock Cr
Cow Cr
Days Cr
Deer Cr
Lookingglass Cr
Elk Cr
Calapooya Cr
Umpqua River
South Umpqua River
North Umpqua River
Coos River
Siuslaw River
Willamette River
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TOM McCALL
GOVERNOR

GAME COMMISSION

SOUTHWEST REGIONAL OFFICE

3140 N.E. STEPHENS STREET, ROSEBURG, OREGON 97470 PH. 672-6541

July 29, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

The environmental assessment of the Garden Valley Road-Fairgrounds Interchange is a good one. But, there are a couple of points I believe should be given a further emphasis.

One is the need for absolute protection of water quality in the stream at disposal site 3. Your report states that trout were seen in this stream - we need all that kind of waters we can get. Also, the South Umpqua River's lower reach needs all of that quality water possible.

The other point is that site 1, 7 and 8 are subject to stipulations detailed in the fill permits issued by the Division of State Lands. This information was given in text about the low-water bridges, but is not clear in regard to filling inside the river banks.

There is a concern I must mention. That is, the regrettable loss of wildlife habitat for small creatures such as rabbits, quail and songbirds. Sites 9 and 10 are those where this value will suffer the greatest damage. Loss of this resource at site 9 seems to be the saddest of all. It is a fine, wild, green spot near several homes.

It offers to them a wildlife viewing opportunity from the living room window.

The E. A. R. gives no schemes for mitigation of this loss.

Thank you for the chance to review and comment on this report.

Sincerely yours,

Ralph A. Grenfell

Ralph A. Grenfell
Assistant Supervisor
SW Region Oregon Wildlife Commission

RAG:c

CC: Jim E. Lauman

UMPQUA COMMUNITY COLLEGE
THE COMMUNITY COLLEGE OF DOUGLAS COUNTY

HARRY JACOBY,
President

Post Office Box 967
Roseburg, Oregon 97470

July 26, 1974

Alfred Shirley Jr.
Roseburg Regional Engineer
Roseburg, Oregon

Dear Mr. Shirley,

I would hope that site number nine be disallowed for dumping of rock from the Mt. Nebo area. Like the Willamette bikeway and natural area in Eugene, I hope the residents of Roseburg have a similar area extending from Stewart Park to at least the News Review. Already the Parks department has constructed a bike path which has received great use until S. D. Spencer and Son began their preliminary work at the park.

Sun Studs, Shaner, and Loosley are better alternatives. Let's leave a relatively natural area for people of all ages to enjoy. Please help to keep a portion of the South Umpqua green rather than gray-black. Thank you for the opportunity to respond.

Sincerely,

Greg Jacob

Greg Jacob
1774 NW Moore

Department of Public Works

Telephone 503/672-7701
Ext. 33

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

July 25, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

In response to your environmental report of July 19, 1974, I wish to bring to your attention the matter concerning the haul road to Site 9.

Prior to the City of Roseburg entering into an agreement with your contractor, S. D. Spencer and Son, many meetings and discussions were held regarding Site 9 and the haul road to the site. Representatives of the state attended all these meetings and, as I am sure you will recall, no discussion ever included a grade crossing at Harvard Avenue. I had been assured by highway department officials that such a crossing was impractical due to traffic volumes, to which I agreed, and could not be considered. In fact, I myself, pointed out to the City Council and others the plan of an overcrossing over Harvard and the benefit it would provide the City. Your representative and the contractor both agreed and offered nothing to the contrary. Minutes of these meetings will document this.

To abandon the idea of an overpass over Harvard Avenue is not in keeping with those plans so prudently proposed by the State Highway Department and their contractor, S. D. Spencer.

Furthermore, your indication in the report of July 19, 1974, does not even consider such an overhead. It seems, therefore, that the decision to eliminate this idea has been in the minds of your engineers for some time, yet never divulged to the public or the City.

To replace the overcrossing concept with signalization is definitely not an acceptable substitute. A signal at this crossing, one at Bellows and the temporary one, hopefully still in the plan, for Finlay Street - Corey Street traffic would give us a real nice mess all within about 400 feet.

Page 19 refers to the traffic problem as "moderate potential at grade crossing of Harvard Avenue." I disagree. The potential problem of off-highway vehicles opposing an arterial street with over 20,000 A. D. T. and controlled only by a signal is out of the question.

No mention is made in the report to the possible damage to the North Roseburg Sanitary Sewer lines within the disposal site. An application filed with the State Department of Geology by your contractor indicates he will not assume any responsibility for such damage. I suggest the highway department consider his proposal and evaluate same.

I would suggest that you again consider no alternative to an overcrossing of Harvard Avenue, if Site 9 is found suitable as a disposal site.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

cc: George C. Stubbert

NPPEN-EQ 30 July 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

The draft environmental impact statement for Garden Valley Road-Fairgrounds Interchange, Pacific Highway (I-5), Douglas County, Oregon which you furnished to our North Pacific Division Office, has been referred to this District Office. We have reviewed the statement and have no comments relating to the Corps of Engineers' functional area of responsibility and expertise, basically: flood control, navigation and hydro-power. Corps of Engineers authority over navigation extends from the I-5 bridge downstream. The proposed fills would not affect hydro-power. Though subject to flood induced effects and channel erosion, Sites 1,4,5,7, and 9 should not affect Corps responsibilities with respect to flood control. On page 15, the first full sentence should read "the flood of record, the 1964 flood (also considered to be approximately the 25 year flood according to USGS Reports, Part I) reached an elevation of 441 in the park and lands upslope behind it, while the 100 year flood would crest near 443 feet." The Plate opposite page 15 should be altered.

Sincerely yours,

L. J. STEIN
Chief, Engineering Division

ENVIRONMENTAL SECTION

Roseburg Area Chamber of Commerce

RIVERSIDE PARK NORTH
PHONE (503) 672-3648

POST OFFICE BOX 1026
ROSEBURG, OREGON 97470

July 22, 1974

Oregon State Highway Division
State Highway Building
Salem, Oregon

Reference: Mt. Nebo Project - I-5 Garden Valley Interchange to Fairgrounds exit in the vicinity of Roseburg, Oregon.

Gentlemen:

The Oregon State Highway Department has, for a number of years, been engineering and designing the reconstruction of the section of Interstate #5 from the Garden Valley Interchange to the Fairgrounds exit at Roseburg. In the process a number of informational hearings were conducted by the State Highway Division in Roseburg. During the time of informational meetings there was not any sign of opposition to the project.

At this late date, with the contract for the project awarded, it is imperative the project proceed with full haste so that completion may be achieved on the project. The Roseburg Area Chamber of Commerce is in complete agreement with the need of the improvement and the sooner completed, our traffic patterns in the area can resume normal flow.

Sincerely,

Jack C. Davis

Jack C. Davis,
President

b

...Jr.

...discussion and controversy
...pro...

...so much ill feeling
...in general and also
...the north. For that
..., for the contractor
...the available sites
...t. ... seems to be no
...position. ...has to be done at all.

...as the possibili... ...nneling through Mt.. Nebo
...ever considered? As ... as an overpass is needed
over the Southern Paci... ...ks in Roseburg, we
feel that should have bee... ...porated into the
road improvement project.

Another bridge across the river, an overpass and a road going south to another bridge near the fairgrounds would have eliminated the need for doing anything at Mt. Nebo.

It's not too late to change plans.

Yours truly,

Rita A. Simpson

Rita A. Simpson
P. O. Box 727
Roseburg, Or. 97470

cc: The News-Review

LESTER F. NIELSEN
849 S.E. Chadwick St.
P. O. Box 787
Roseburg, Ore. 97470

July 21, 1974

Oregon State Highway Engineer,

Gentlemen: I intended to write to you when the short notice appeared in the News-Review but that part of the paper got away from me as I was not a DOT VICTIM but will try to describe my choice of Mt Nebo rock disposal site in order of preference

1. Hatchins Mt Nebo Site.
2. Sun Studs
3. Fair Grounds upstream.

Sincerely
Lester F Nielsen

Dennis L. Engeldorf, R.T.
Sheri M. Engeldorf
332 W. Birch Ct.
Roseburg, Oregon 97470

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Sir:

In regards to your recent environmental assessment report of July 19, 1974, we do not feel that your report is adequately compiled of accurate facts, figures and information.

Your maps are very outdated, so much so that the home we are presently occupying, 332 W. Birch Ct., isn't even shown and neither is the street and several homes existing parallel to ours. Also after reading your report it appears that hardly any attention, if not none at all, was give the supposed other sites, only Site 9 was really concentrated on.

We do not care for these proposed trucks going

by so near to our home - it will be terribly inconvenient not to mention disturbing.

My husband works in the medical field and needs his rest and relaxation terribly bad, not to mention the effect on the rest of our children, one of which is due to be born in a couple of months. The noise at present is impossible to sleep thru and it is coming from freeway traffic and the present Highway Department construction. The noise will not only effect our families rest but also it's hearing, not to mention the tropical fish which my husband raises - the noise could possibly kill them.

Vibrations are also another factor to be considered, during the clearing period alone of the construction presently taking place we had to re-hang the draperies in two of the bedrooms in our home. The vibrations of the proposed trucks to use the route could cause a leak to one, if not all, of the aquariums in our home resulting in extensive cost for repair and inconvenience not to mention the possible loss of fish, damage to carpeting and floors.

These are only a couple of our objections but we

are hoping that your office will take into consideration all aspects of inconvenience and discomfort to the residence of this area if these trucks are permitted to use this particular route. Also the harassement to the people if the proposed rock crusher and asphalt plant are installed across the South Umpqua from us.

We are sure that you are a fair man Mr. Shirley, and we're also sure that you will try to help not only the residence of site 9 but all the citizens of our community by making a fair dicision based on accurate information.

Thank you

Sincerely Yours,

Dennis R. Engeldorf, R.T.

Sheri M. Engeldorf

LAW OFFICES OF
Randolph Slocum
412 S.E. JACKSON
P. O. BOX 1498
ROSEBURG, OREGON 97470

TELEPHONE
AREA CODE 503
673-5565

July 29, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Re: State Environmental Assessment
Garden Valley Road - Fairgrounds Interchange
Pacific Highway (I-5)
Douglas County, Oregon

Dear Mr. Shirley:

By way of introduction, this firm represents several individuals who have recently filed suit on facts rising out of the above-captioned matter. The purpose of this writing is to respond to the State Environment Assessment of July 19, 1974.

We feel the document to be inadequate in the following respects:

1. No consideration was given as to the effects of vibration caused by off-road trucks on the Hospital, High School and residences along Spencer's haul route;

2. No discussion exists of the expected effectiveness of the dust control measures for Spencer's route, and no dust control measures are specified for Spencer's site;

3. No explanation is given for the effectiveness of the earth berm and noise reduction, nor is the method used to predict its effectiveness given;

4. No study was made of the psychological effect on the residents along Spencer's haul route due to noise and the ability to see and/or the knowledge of the source of the noise;

5. No discussion was made of the effect of dust and pollutants associated with Spencer's haul route on residents having particular sensitivity because of allergies and disease;

6. There is no discussion of the effect on the ability of children and swing-shift workers to sleep during hauls along Spencer's route;

7. The effect of noise, dust, gravel truck traffic, and oil pollution from Spencer's proposed rock crusher, asphalt pland and concrete plant to be located on the Gaddis Park site;

8. The effect on sewer lines existing at Spencer's site when the same is filled;

9. The lack of evidence that would support the claim that the filling of Spencer's site would not affect flooding, especially in view of the fact that the state hydrologists did not personally visit the site;

10. The lack of a discussion of the effect of the bike path field, despite the fact that the field would be placed below the ten-year flood level along the path;

11. The lack of a discussion concerning measures to relieve congestion and to provide safety at crossings used by off-road haul vehicles.

The above does not constitute a complete list of the inadequacies of the environmental assessment. I am aware that the Federal District Court in Portland has compelled the state to comply with state and federal laws concerning environmental assessments. This, in effect, renders moot the response required in the state environmental assessment dated July 19, 1974. However, I have felt compelled to represent views of those who have been largely disregarded to this point, and to the persons most adversely affected by this project. I trust that efforts will

be made in good faith to comply with the mandate of the Federal Court.

Very truly yours,

RONALD POOLE

RP:dlw

July 28, 1974
737 W. Finlay
Roseburg, Oregon 97470

Mr. Alfred Shirly, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Upon reading your report I find it inadequate and a biased one at that in favor of Spencer & Sons. I only hope this just isn't one fo these formalities offered to the taxpayer to let of some steam, but that you honestly mean each letter will be read and considered in your choice of haul site.

What upsets me the most is I didn't think I would see the day where we would have to beg, borrow, haven't had to steal yet, to protect our investment in our home. But this is just what have had to do the last 3 months in regards to this Haul Rt. #9. It bothers me that in order to save money for Spencer & Sons you would jeporadize the taxpayers investment in his home.

I think you need to be commedded for your concern for the vegetation, wildlife, wooded areas & etc. of these haul routes. But am concerned no study was made to the damage that could be done to the homes along Haul Rt. #9. I would like to inform you there are 5 homes along the right of way of this haul route. Out of these 5 homes 3 of them are stucco my question is this can you prove to me that an earthen berm is going to prevent these homes from structural damage and that there will be no cracking of the stucco and foundations. Especially with 50 trucks and hour or more at peak working hours zooming past not more then 20 feet from our home. And this may take 6 months to 2 years. I do not feel they should have that much of a margin as to how long it will take them to haul the rock. If you can not prove that there will be no structural damage than I suggest you choose another haul site. Also represented in each of these homes are shift workers. Now pray tell how are these members going to get the rest that is required for them to perform their jobs effectively with 50 trucks and hour or more at peak working hours going by.

I'm a little disappointed in the time I was allowed to read this report and make my comments on it. It seems to me you could have allowed a little more then 10 days on a projects that can last up to 3 years. I do not feel as a mother of 4 children and a working mother at that, gave me enough time to study this report like it should be.

It also states that flood waters are mimnal in this area. Iv'e seen flood pictures of the 1964 flood and I would not call it mimnal and I happen to know that people had to evacuate there homes this past winter. So if there

is build up made on the other side, tell me where will all this backup water go common sense tells me toward the homes on the other side.

I feel your first obligation, as a state agency, is to the taxpayer and not Spencer & Sons, who isn't even a taxpayer only during the time of the project. I feel its your duty as a representative of the taxpayers, to protect their investments in their homes and this is what I'm asking you to do by choosing a different haul site then Haul Site #9.

If Haul Site #9 is choosen I feel you should purchase our Stucco house which is 4½ to 5' from the right of way. I can see no other way then this to protect our investment. If this isn't done then I feel you leave us no alternative but to hold you responsible for any damages incurred to our homes and lives during the time of the project. I also would like to add we have all ready incurred cracks around the door frames with just normal work being done.

Thank you for your time.

Yours for a ~~better~~ Haul Route,

John H. Pardon
Joyce Pardon

John & Joyce Pardon
737 W. Finlay
Roseburg, Oregon 97470

1098 West Nebo Street,
Roseburg, Oregon,
July 28, 1974

Mr. Alfred Shirley, Jr.,
Regional Engineer,
Oregon State Highway Division,
P. O. Box 1128,
Roseburg, Oregon 97470

Dear Mr. Shirley:

I have just finished reading, in its entirety, the environmental assessment of the waste disposal sites and proposed haul routes for the Garden Valley - Fairgrounds Interchange section of the Interstate 5 highway project.

There are several questions in my mind which are not answered by this statement, and other questions are raised by the statement and not adequately treated.

On page 21, the sentence beginning at the bottom of the page mentions "physological noise impace ..." The sentence is meaningless. Does the writer mean psychological or physiological?

On page 33, the last paragraph makes a definitive statement: "... the fill ... will not affect present of future flooding patterns across the river."

Who says so? How do they know? River hydraulics is a complicated subject which requires the consideration of many factors. Were all of these factors considered? Rate of flow, rate of slope, material in the river bed, and of banks and of areas covered during high water -- extremely high water?

Among the many items of lack within the statement are:

1. Adequate assessment of river damage and possible flood changes
   a. Hydraulics engineer hasn't seen the area in question
   b. Is it possible that the 1964 flood is not the 100-year flood, and that a greater one could occur
   c. Is it possible that the backwater area of Gaddis Park, as it now stands, could

prevent even greater damage than occurred in 1964 (and to a lesser extent in 1974 and other years)?

2. Adequate assessment of impacts upon human beings in Roseburg.

Perhaps the greatest question arises by implication. The statement seems to be presenting arguments in favor of the wishes of the contractor, rather than any real evaluation of the facts relating to each individual site and route.

Since it is possible to dispose of the waste without hauling on or across any highway or street, why does there not be mentioned this most important fact, which would greatly alleviate problems and difficulties for Roseburg people?

The statement not only insults the intelligence of the reader, but appears hastily drawn with unsubstantiated statements and greatly strains the credibility of the Highway Division.

Very truly yours,

Freda R. Munger

Freda R. Munger

STANLEY E. DONAHOO, M.D., P.C.
PHYSICIAN AND SURGEON
DIPLOMATE OF THE AMERICAN BOARD OF ORTHOPAEDIC SURGERY
HARVARD MEDICAL PARK 1819 WEST HARVARD BLVD.
ROSEBURG, OREGON 97470

PHONE 672-1627

July 28, 1974

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
ROSEBURG OR 97470

Dear Mr. Shirley:

This is in response to your letter of July 19, 1974, concerning the Garden Valley Road-Fairgrounds Interchange disposal of Mt. Nebo material.

As a Roseburg citizen, I acknowledge the necessity for this project from a safety viewpoint.

I think it is unfair to utilize any disposal site which causes enlarged disruption and entails carrying large quantities of dirty material for a long period of time past one of our hospitals (actually in immediate juxtaposition to our operating suites).

It is my personal opinion the minimum amount of disruption would occur if the haul is away from town.

Finally, it seems the best alternative to me to be able to dump the material in an area where there are no dwellings at the present time, and where the actual disruption is minimal, and to place it back on a different part of Mt. Nebo makes the most sense to me; namely, site No. 6.

Since site No. 8 is a mandatory fill, construction of a temporary overpass to site No. 7 could also be utilized to accomodate site No. 8, and this therefore would also seem a reasonable alternate.

If you need further information or clarification of this letter, please do not hesitate to call me.

Sincerely,

S. E. Donahoo, M.D.

Stanley E. Donahoo, M.D.

SED ljb

Subject: Sites for disposal of Material from mt. Nebo.

743 West Corey ave
Roseburg - Oregon
July 25-1974

mr Alfred Shirley Jr.

Dear Sir -

after carefully reading your report on disposal of Material from mt. Nebo, my opinion is that Sites 6 and 7 would be the more practical to be used- 4-5-8 are of course mandatory- Sites 6 and 7 would cause much less interference with traffic, project would be completed sooner as the larger trucks could be used as hauling would not be done over freeways or city pavements-

Thank You -

Willie J Harmon

Mr Alfred Shirley Jr.
Roseburg Regional Engineer
State Hiway Division
1823 S.E. Cobb St.

Dear Sir:- Upon carefully reading the Garden Valley Rd., Fairgrounds Interchange Section "Environmental Assessment of Waste Disposal sights & haul routes" I have come to the following opinions.

1. Sites 4,5,+8 are mandatory, therefore not to be commented on
2. Sites 1,2,3,10, are of distant area.
3. " 9 is disrupting the community for various reasons.
4. Therefore sites 6 + 7 appear to me to be superior for the following reasons,

A) Re: Dust, wind currents, are such that dust would go over private pasture most always.

B) Re: Visual Impacts- On most all of the sights including construction sites 6 and 7 would be negligible.

C) Re: Traffic Problems - None on 6, or 7 of the sites proposed

D) Re: Noise factor - less, due to less truck hauls of larger trucks + less overall haul times,

e) (2) Wild life habitat - The road construction should be a determing factor because of the banks, for deer + other wild life, going into nearby gardens.

7) All in all it appears to me sites 6 + 7 have more positive than negative points, than the other sites

Respectfully

Lulu E Lindsey

Harry O Lindsey

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

July 26, 1974

Re: Environmental Assessment
(Dated July 19, 1974)
Garden Valley-Fairgrounds
Interchange
Pacific Highway (I-5)
Douglas County, Oregon

Dear Sir:

The following is a reply to the above mentioned assessment as requested by E. S. Hunter, Acting State Highway Engineer, in regard to alternative methods of hauling and disposing of materials in conjunction with the subject Interstate construction project.

As will be noted, this reply is not in favor of the proposed haul route and disposal site labeled site 9. At the same time, from the information contained in the assessment in question, it would appear that site 1 and 2 would have the least impact on the inhabitants of this community.

The errors and ommissions from your July 19 assessment are numberous,and in some areas, the report seems to be prepared with the trying to present the contractors viewpoint and not that of the people of Oregon.

Attached are 18 exceptions or questions unanswered by said report.

Respectfully Yours

Mr. D. L. Ingham
365 W. Birch Ct.,
Roseburg, OR 97470

The following are a list of points this writer tkaes exception to and of in Environmental Assessment of July 19, 1974.

(1) Since the costs of hauling rock (as discussed on page 5) is a factor that is the responsibility of the contractor-bidder, we see no reason why the state Highway Division should be put in the position of having to explain this item and items related to this matter.

(2) In review of the sites proposed, site 2, the Shaner Site, would seem to have the least impact upon residents of the community and would pose the least threat to future problems (i.e. flooding).

(3) Flood data in regard to site 9 (the contractors choice) is woefully lacking in creditability as presented.

(4) The assessment does not include examples of Exhibits A, B, C and D as noted in Appendix B.

(5) The report does not deal with potential flood problems that will result from impact mitigation plans for an earthen berm on haul route at site 9.

(6) Since disposal sites and haul routes are part of the highway project, the statement that "proposed action will use no park land for highway purpose" would seem to be in error and 4(f) documentation should be required.

Gaddis Park is already designated as a park.

(7) On page 20 of report it states that one of the sites of ambient sound measurements was on a private residence on Laurelwood, a street several blocks distant from the haul route for site 9. This site is not marked on page A-6.

(more)

(8) Since the catching of Chinook salmon in South Umpqua River in the vicinity of Site 1 is considered by fisherman of the area as a "once in a lifetime catch" it is hard to believe the claim of value in fish and dollars is major.

(9) Accordingto the Douglas County Assessors office, the Bellows, Finlay and Birch Ct. areas are not known as the Laurelwood area.

(10) Noise standards as outline on page 20 fail to mention whether the vehicles used were 30-ton off-road haul trucks, whether they were loaded or unloaded and whether the tests were conducted with normal highway background noise.

(11) On page 21, the report states that reason for detailed noise predictions being made was because of local controversy, when, in fact, as noted by George Spencer of Spencer and Son, site 9 was the only site considered by the aforementioned company.

(12) All sites but site 2 are discussed in text in regards to visual impact, yet Table 3 indicates site 2's visual impast is as favorable or more favorable than other sites mentioned.

(13) Contrary to a statement on page 28, the contractor has stated that he plans to situate a re-processing plant on site 9.

(14) The report fails to note the extensive geological impact on site 9, an important factor since this site is known drainage area for the northeastern section of Roseburg, as well as a backwater area during

(more)

flooding of the South Umpqua River.

(15) No on-site hydraulics study was made by the person responsible for this section of the assessment.

(16) In appendix A, no tables (Table 2) are listed for sites one through four, therefore no noise predictions would be relevant to other sites if based on figures gathered at site 5.

(17) Table one figures were gathered (for sites 2 and 3) with screen of trees. Since study, trees have been removed.

(18) Report fails to show impact of vibration of heavy equipment as proposed to run on haul route to site 9.

LAW OFFICES
STULTS, MURPHY & ANDERSON

ROBERT M. STULTS
EDWARD M. MURPHY
ROBERT H. ANDERSON

420 S.E. JACKSON STREET
ROSEBURG, OREGON 97470

P.O. BOX 218
AREA CODE 503
TELEPHONE 673-3528

July 26, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Re: Garden Valley Road - Fairgrounds Interchange
Pacific Highway (I-5) Douglas County, Oregon
City of Roseburg - Gaddis Park Site Proposal

Dear Mr. Shirley:

On behalf of North Roseburg Sanitary District, whom I represent, I want to make some comment on the environmental assessment in respect to what I understand to be site number nine, the Spencer-Gaddis Park-City of Roseburg property site option.

North Roseburg Sanitary District has trunk sewer lines underlying a substantial portion of the area proposed to be filled. These lines vary in the depth of their location but throughout the proposed site are substantially below the existing surface. Investigation and inspection has revealed that the sewer lines are in good, operable condition and not in a state of disrepair.

Our concern with the adoption of this proposed site for the filling is twofold:

1. That because of the nature of the existing ground area, an overlay of twelve to fourteen feet of rock as proposed, could cause a fracture of the existing sewer lines and interfere with the operation of this important utility.

2. That any repair or upkeep of the existing sewer lines required would be rendered virtually impossible because of the overlay of the vast amount of rock that would have to be penetrated to reach the existing line. I attach a map which shows the location of existing sewer lines in the area in question.

North Roseburg Sanitary District is willing to work with Spencer & Sons in an attempt to arrive at an appropriate indemnity agreement for any damage to or cost of repair to the existing lines

including increased cost of repair because of the existence of the fill as is deemed appropriate. However, in the absence of the execution of such a satisfactory agreement, my client feels that it would be improper for the site to be adopted and the permit granted. In the event that the Oregon State Highway Division desires additional information concerning the problems of North Roseburg Sanitary District in connection with this proposed site, my client is willing to make its personnel available to the Highway Division for information and related data.

Very truly yours,

STULTS, MURPHY & ANDERSON

By Robert M. Stults
Robert M. Stults

RMS:pk

Enclosure (1)

cc: North Roseburg Sanitary District

Calvary Cross Church

NON-DENOMINATIONAL
718 WEST LOOKINGGLASS STREET
TELEPHONE 672-2471
ROSEBURG, OREGON 97470

C. O. ROSS, Pastor
MRS. C. O. ROSS, Co-Pastor
Parsonage 672-1102

July 26, 1974

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

After reading the material pertaining to waste disposal and haul routes of Mt. Nebo project, I have arrived to this Conclusion.

For safety and convenience it appears to me the best sites would be Number 6 and 7. These sites provide the least traffic problem and also provide for the goats. I would appreciate it very much if this suggestion would be Considered by your office -

Sincerely

C. O. Ross
Pastor

July 26, 1974

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1178
Roseburg, Oregon 97470

Dear Sirs –

Re: Your Environmental Assessment 7-19-74
Garden Valley Fairgrounds Interchange
Pacific Highway (I-5)
Douglas County, Oregon

My name is Paul Jackson – I live at Echo Bend on the Wilbur Glide Cutoff Road & my business, Paul Jackson Wholesale Co., is located on N.W. Cook Street immediately North & adjacent to Site 9, Spencer Goddis Park / City property site option.

I was one of the 1st Objectors to this site for disposal of the excess rock from Mt Nebo & I am still objecting.

The problems with this site are as follows:

(1) Drainage – Practically the whole Northeast section of Roseburg, up to the TV Tower, drains through my property, on through Site 9 & hence to the River.

My 1st 50'X70' Building was built on this

property in 1957 when the area flooded every winter & the whole area from Harden Valley Road to the River was a huge swamp.

Over the years we have gotten most of the water under control & it spreads out in the Site 9 property which is a holding area for drainage water & also when the floods come, which happens most Winters, serves as an overflow for River water decreasing flooding elsewhere.

(2) Flooding - River water has come up to Scott Street which is midway to my 2nd Southerly Building which sits on Piling 6' in the air.

People in the Laurelwood - Bellows are also quite concerned over flooding of their houses in case the overflow area in Site 9 & the Bike Path are built up removing the overflow area.

The Residents of the Chestnut - Cedar Streets area are quite concerned over flooding on the East side of the Railway Tracks if the West side is built up higher than the Tracks.

(3) Sewer Lines - North Rosebery Sanitary lines run South on Park & Highland Streets to a Junction Point about 2/3's of the way to the River. They are now 12' underground & in not the best of shape with overflows in bad weather

from the main Roles adjacent to both of my Warehouses.

What happens if trouble occurs & they are another 12 to 20' under Rock?

(4) Haul Route - From the ~~Bellas~~ Hubbass to the River.

It is my understanding that they will use 100,000 lb off Highway vehicles for this haul, 50 trips per hr, 16 hours per day for 6 Months.

Mrs Agnes Allen's bedroom is within 10 ft. of the haul route. The rest of the Residents to the River are all within 50' of this route.

School District 4 has its new vocational Building within 50' of the haul route & also runs 26 Buses adjacent to this area twice a day.

The Douglas Community Hospital is within 10' of the haul route & it's emergency entrance is immediately adjacent.

Will these people all be sane & well when the 6 Mo's are up & also what will be the condition of their houses?

(5) Rock Crusher - asphalt Plant - Concrete Plant.

This issue was thought dead but has now resurfaced with Mr Spencer's statement in Federal Court that he would probably use Site 9, for this purpose.

Can you imagine the filth, noise & pollution

this will cause - right in the middle of the City?
also, how will they remove the crushed rock?
Via Park Street & my property?
Out Highland Street? a nice quiet residential street & on to Harden Valley Road which is already overcrowded.
Back through Haddix Park, under the Bridge, with a right turn through the Veterans Administration Fir tree Grove & on to the Freeway?

⑥ Mt Nebo Goats

These Goats are World famous with a "Goat Patrol" of over 4,000 members, most of whom believe the Goats do a better job of predicting the Weather than the Weathermen do.
Has anything been done for their protection?

In conclusion, has any thought been given to the problems of the local people & animals or has all the thought been to get that Federal money, get the job done at any cost to the local populace, & on to the next Big job in another area.

⑦ What ~~to do~~ do?

At the City Council Meeting there were 143 people in attendance - 141 were against granting an easement to Skeen & Sons to haul through Haddix Park & on to Site 9.

Many Petitions & letters have I sent to State & Federal Officials, Congressmen & Senators.

A suit has been filed in the local Courts asking that the agreement by the City with Spencer & Son be voided

My suit, filed in US Federal District Court, has resulted in a Temporary Injunction to negate the ~~road~~ haul route & the Dump Site.

In view of all the above objections, including the latest petition containing 630 Names, would it not be possible for the State Highway Dept. to admit that Errors they have made a mistake & see what they can do to rectify it?

If such is possible, I have the following recommendations:

① The speed limit is now 55 MPH. There is a large lighted SLOW sign 1/4 mile before the curve. How about leaving the Mt. alone & fix the Interchange at a saving of millions of dollars?

② If it is felt necessary to remove the Mt., there are 3 Sites South that could be used with minimal disturbance to ~~people~~ & animals for dumping the Rock & also 2 Sites in the immediate area.

(a) Sun Studs Site - South to McClain under pass & low level bridge (which Mr. Sohn

has offered to build across the River) to the dump site. (6)

(B) Skaner Site } South to McClain Inter-
(C) Loosley Site } change thence west to dump site. This would result in traffic problems for the 8 homes in this area that a flagman could handle very easily.

Going South 2 lanes of the Freeway could be closed (which Mr. Jordan has suggested) & no intermingling with traffic would occur.

(D) Hutchins site - Mt Nebo
(E) ✓ ✓ Oak St Bridge } neither one a problem to people or animals except the boats & it is my understanding that Mr. Hutchins would build an enclosure to protect the boats.

It seems to me that the State Highway Dept. should be able to make a decision in favor of any of the above alternates, abandoning Site 9 & listening to the wishes of their employers, we taxpayers, & restore the faith & confidence we have previously had in our State Highway Dept.

Thank you for allowing me to express my opinions.

Very truly yours,
Paul Jackson

526 .. Bellows St.
Roseburg, Oregon 97470
July 26, 1974

Mr. Alfred Shirley, Jr.
State Highway Division
1523 SE Cobb St.
Roseburg, Oregon 97470

Dear Mr. Shirley, Jr.:

Yours Department has made a series of mistakes. Before correcting one mistake yor proceed on to make another mistake. I feel that many property owners are becoming irate over this. Another mistake from your Department may mean the straw that breaks the camel's back. I am aware that you are concern about a possible suit from Spencer Construction Firm. You may not have to be concern about if you take the straw that breaks the camel's back. We are asking you not to chose Site 9 as it is obvious that this will bring destruction to human lives and personal properties. So I am pleading with you that you give long consideration and a just study of all other sites before picking a site. Let's take the necessary steps to restore and replenish the faith and respect the property owners once had in the State Highway Department, that now has become smear with chaos.

We as Citizens of Roseburg and the adjacent area would like to look with honor and be proud of the Construct... Firm that would be chosen to do the I-5 Widening and Mt. Ne... Project. However after reading a newspaper article about Spencer Construction Firm in another road project, we can only be disappointed that the State Highway Contract was given to this Firm.

I am also aware of the fact that a major portion of the Mt. Nebo and I-5 Widening Project is the blasting, removal of Mt. Nebo Rock and transporting it to a fill and storage site. I think it is very unfair to give a contract to Spencer Firm who underbidded by many dollars

other Construction Firms, when Spencer apparently did not have a definate approved site to begin with.

Also Joe Morgan 3 years ago told us that the only rock from Mt. Nebo to go by our home, would be used for the purpose of widening of I-5. We all liked Joe Mrogan in this neighborhood, and we do not blame Joe for this as he has since retired from the Highway Department. However we do blame Mr. Bates for the poor public relations and the chaotic trauma that has resulted in our neighborhood. I feel that your Department had a legal obligation to have contacted all property owners in our neighborhood prior to changing your plans concerning the disposal of Mt. Nebo Rock.

I also would like to call your attention to the fence in the Oregon Environment Assesstment Book that you describe as being a Safety Fence. Mr. Jordan and Att. Carlson promised on June 3 at the City Council Meeting in front of an large audience that they would constuct a fence to protect the children in our neighborhood from the work zone. Discussion as to the type of fence and it was promise that the fence would be approximately 6 feet or higher in height, and that the fence would be constructed before any work was started by Spencer Firm on the Freeway Project. Mr. Bates confirmed the fact that Spencer Firm would do this. Work was started on June 25 by Spencer Firm, I called Salem Office on June 26, a fence was not constructed till approximately July 5. All of the trees were cut down by this time and most of the ground leveled off. The fence is less than 4 feet in height and the fencing material used was over 15 years old. It provides not protection to my children and pets. So we are paying Montgomery Ward $450.00 to install a fence that will provide the necessary protection that is needed.

Your Oregon Environment Assesstment Booklet released is very incomplete. Many positive statments are made with no substantive evidence

to back them up. Two important studies are not even included in the booklet. One is gas emission and gas pollution of the environment, and the other one is the Vibration Effects on surrounding structures, homes and concrete surfaces. The noise studies are very incomplete and deceiving. No place can I find a study in the book that even makes an attempt to combine the dBa from the Freeway Traffic with the dBa from the Earthmovers. Only this way can there be an accurate noise impact shown. Also the noise studies were done before the cutting of the big hedge of trees on the East side of the Freeway. If you remember back, one of the main reasons for not widening the freeway on both the West and East side was that the tree hedge was to be left on the West side of the freeway to provide a noise screen for Douglas Community Hospital. This was brought out the State Highway Department a few years ago.

In the Booklet Spencer made a statment that he would reduce the noise impact to 69dBa. I think this is a very empty statment to make without having any statistics or Specific Examples of studies done on other earthern berms in the book.

Spencer proposes to use water as a measure to control the dust. Based on my own experience this is not feasible in hot dry weather. The haul route needs to be either paved or concrete.

Speaking of water, Spencer Firm has been filling their large water tank trucks with water from the City Fire Hydrant located on edge of our property. This poses a dangerous problem as we have small children as wellas pets, and often our yard is filled with small children. I think if Spencer is going to utilize this amount of water for a period of 3 years they should put a water hydrant on state property. I want the State Highway Department to look into this problem immediately.

I have lived in this location for ten years and have seen the flood effects from the rapid rising of high water. I wonder if the State

Highway Department is ready financially to assume the responsibility for the destruction that could result from this impact alone.

Mr. Bates at the City Council Meeting on June 3 said he was a legal representative of the State Highway Department, and that his Department would be responsible for all damages to lives or personal properties that takes place as a result of using the Haul Route thru the Bellows St. Neighborhood. I personally intend to hold the State Highway Department responsible for all damages done to the interior and exterior structure of my home, our concrete and cinder block foundations, any of our concrete sidewalks, concrete patio floor, our concrete reflection pool, stone fireplace, stone cemented love seats, a large 2-tier cemented stone plantar (this alone is worth hundreds of dollars and is located less than one foot from the State Right of way) and any damages done to the contents of our home.

Our bedroom is less than ten feet from the State Right of Way. I work the Night Shift and have to sleep during the day. I will hold the State Highway Department responsible for any loss of work nights cause from lack of sleep or disruption in family living and family pattern.

I will hold the State Highway Department responsible for any Doctor's bills, Emergency Room bills or Hospital bills occur by any member of my family or pets as a result of the Haul Route going by the back of my home.

May I also add that the State Highway Department never once contacted us pertaining to putting the Haul Route thru our area or took the time to inquire as to what effect this would have on our family in any way.

In conclusion I want to assure you that these are my own personal feelings. However you have merely to walk this neighborhood and you will find that many of the other property owners reflect the same feelings.

Agnes Allen Ernest P. Allen

Sincerely Yours,
Agnes Allen

315 W.Riverside /Drive
Roseburg Or.
July 26, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O.Box 1128
Roseburg Or.

Dear Sir:

I visited your office Thursday, July 25th, and received a copy of the environmental assessment. At your office, they asked for written comments. Although many did not come to your office for a copy report, those who had them, passed them on, so many read them, and the response was not as minimal as your spokesman reported in the News Review.

Over two years ago, the Highway Department started tearing Laurelwood and the surrounding area apart; removing houses, razing others, cutting streets,, and devastating the landscape,, in preparation for the access cloverleaf from I-5.

Now, if the Spencer-Gaddis Park site #9 is used, the disturbance could continue for a much longer time. Laurelwood is filled with homes with scarcely a vacant lot, and also has a High school and two Hospital Facilities all of which would be affected.

Attorney for the Spencer CO. stated to Judge Burns and also previously, that it is the intention of their company to establish a rock crusher and asphalt plant on the Spencer site.

The stu dy that you made in regard to noise and pollution, did not take into consideration the trucks hauling rocks at three minute intervals or air pollution caused by an asphalt plant.

Dr. Murl Anderson, speaking for the schools, stated that that traffic would seriously affect the school bus schedule.

The Shaner site or others south of Mt Nebo would not affect a congested district or the environment.

It would seem ,that, being on the same side of the highway as Mt Nebo ,also screened from view of the Highway, and where drainage is not a problem; are points to be considered as advantageous.

In making a recommendation, many citizens as well as myself, are hopeful that the Spencer site #9 will not be favored.

Respectfully yours

Mrs. Les Shenabaugh

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.
P.O. BOX 190
Interstate 5 at Sutherlin Exit
SUTHERLIN, OREGON 97479

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

These roads will be used for access and scenic route when finished. These grades will not be 14% if Mr. Spencer elects to go through his attorney, Mr. Gordan Carlson's property which he has full use of now.&to go through the saddle on Section 23 on the loop road to area E. His grade will be just over 10% per our Engineer's calculations.

We have the Division of Lands permit for Site #7, the State Geology Board's approval and also have the approval from the State Geology Board on the #6 Mt. Nebo sites. I talked to Mr. Spencer after he was low bidder and told him these sites were available if he wanted to use them. Also in this proposal I have offered a section for the goats some 40 to 50 acres, what ever is necessary to give them natural freedom, up to the haul road and down to the freeway fence. This is the very area where the goats were reared, on the home place of the Harry Lindsay property. They would not be bothered other than by traffic on the haul road above them. This is their watering spring.

Very truly yours,

Selmar A. Hutchins
President

SAH/mlm
Enclosure
cc: Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.
P.O. BOX 190
Interstate 5 at Sutherlin Exit
SUTHERLIN, OREGON 97479

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

July 25, 1974

F.B. Klaboe
Administrator and State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In regard to the State Highway Divisions environmental assessment on the Garden Valley Fairgrounds Interchange, as your Department is well aware, S.A. Hutchins and Associates and White Bros. Construction Co., bid this project as general contractors and were second bidder and before preparing our bid on this project, we spent some $200,000.00 in acquiring a suitable waste site, mainly site #6 and 7. Mr. Spencer had tentatively made a deal on a Satruday two days before the illegal City Council meeting in regard to using the City Geddes park area. They backed out on the deal Sunday night. The deal we made with Mr. Spencer was that we were to do all of the clearing on the entire project which would amount to around $30,000.00 and also to furnish the top soil from the river from Site #7 and give him $12,000.00 by his own figuresfor office space rental for 3 years. We asked at that time $300,000.00 total and he fill our property #7.

It states in your environmental assessment book on page 13 that we had asked him $300,000.00 for the disposal site only. Mr. Jordan's statement in regard to this matter in not true as my attorney, Mr. Don Dole was present at the meeting. We at this time still offer what we feel the very best site available as far as cost or disruption of traffic for the citizens of Roseburg. We offer this site the same as before, for $200,000.00 giving them the privelege of using any or all sites but with the stipulation that #7 be filled. On area E of site #6 all the material can be put in this and it is impossible to see it from the North bound traffic on Interstate 5. Area B should be eliminated as it is in complete view of the freeway and is not needed. Opposite page 12 of your statement shows the waste disposal area E all in section 24 and this is not correct. Enclosed is the proper map showing the location of E which in your statement says it will hold 2,000.000 yards. On page 25 it says site # 6 would have the most substantial impact, this is a mistake because when a million yards is put in this hole you cannot see it from the freeway.

In the constructions of our haul road these roads and the loop road around the radio station are going to be permanent roads and we insist they be built properly. Also the road shown on the map as permanent road from Mt. Nebo will be permanent whether the Highway Department elects to use these sites or not as we are going to build these roads as soon as we can get equipment moved in. We plan to put a restaurant only on elevation 800, one with a revolving building like the Space Needle in Seattle only it will sit on the ground.

365 W. Birch Ct.
Roseburg, Oregon 97470
July 25, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Alfred Shirley, Jr.,

Your environmental assessment on alternative methods of hauling and disposing of Mt. Nebo rock is an excellent example of what I have objected to in your methods of evaluation.

On page 5 of the report you say the two main considerations of a site are haul route and characteristics of the fill location. Intertwined with these are economic costs (to a private, profit-making firm), legal requirements (which were not well defined or executed), and traffic inconvenience and safety of the haul route.

These are all very fine considerations to keep in mind. However little mention is made of the number of residences affected by each haul route and fill site. I would think the highway Department would be concerned with making a wise decision which included a study of homes in each area, and the distance of these homes from the haul route, and the impact on these homes. Hopefully we are as important as Indian artifax, Mt. Nebo goats, and fish.

As a resident directly affected by the pending approval of site 9, I protest the selection of this site. Perhaps the compilation of a <u>hurried</u> analysis of the sites could account for the errors in evaluation.

(continued page 2)

Your maps (p. 16 is an example) are outdated and don't show the extension of Birch Ct. almost to the river (five homes moved in from Chatham Lane about two years ago) or the addition of eleven or so homes on Selmar court (parallel to Birch Ct.).

We have filed numerous complaints and petitions with state, city, and national office with no concrete response. Our concerns are sincere. Even if they select a site other than #9 for a haul route and disposal site we will be severely affected by the highway widening project. However, none of the people I have talked with in the neighborhood would have filed any objections.

Two prime concerns I have are flooding and a bond for possible structural damage to our homes.

An example of your unawareness of flood patterns in our area is the proposal of an earthern berm to lessen dust, noise, and vibration. In any area other than a floodplain, construction of an earthern berm would be a very helpful ploy. In our case, the berm would serve as a dam, causing flood waters to back up and enter our house. Flood waters enter Birch Ct. from the northeast, behind our homes, filling in the floodplain in a matter of hours once the water spills over the bank. During the high flood current, it flows out to the west, over the state right-of-way. The berm would block this current.

An almost insolvable problem is the affect of "necessary" construction of a fence along the freeway right-of-way. If a permanent fence is placed where the temporary one is now, it will serve as a net for river debris.

(continued page 3)

Last January we watched logs, garbage and other debris float past the houses on lower Birch Court. A fence in the present location would not back up the water, but it would trap debris.

Please consider the affect of your project on the many homes and families in our area. Stockpiling across the river, widening of the bridge, construction of an earthern berm and required landscape fills cannot help but increase the speed in which flood waters rise in our area and the extension of flooding to homes not affected even in the Christmas 1964 flood.

Unless the Highway Department is prepared to buy about 30 homes valued from $20,000 to $40,000 each, I don't feel that site #9 should even be listed as a possible site for hauling and dumping. I furthermore feel that the Highway Department should do everything possible to relieve the inconvenience to residence and flood potential created on those phases of the project required for the widening and straightning.

Sincerely,

Sherry A. Ingham

Mrs. David L. Ingham

July 24, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley,

Let the record show that I strongly protest the use of Site 9 (Gaddis Park) in the hauling and stockpiling of Mt. Nebo rock. The reason has been presented in our numerous petitions to City, County and State agencies and I feel that a great injustice will be done should site #9 be approved.

The structural damage to our home will be irreparable should these earthmovers be allowed to pass my home at the rate of 50 per hour. Our home is of stucco construction as are many of the other homes in our neighborhood. There is no mention in your manual of a vibration test having been made as to the effect these earthmovers would have. Furthermore, the dust, noise pollution and other noxious gasses defy descrition and compounded with the already existing noise and pollution of the Freeway, will make our area uninhabitable.

Therefore, we hold you and S.D. Spencer Firm legally and morally responsible for all damages incurred to our property if this route should be used.

Sincerely,

Margaret I Cartan

Mrs. Frederick N. Cartan
746 W. Finlay
Roseburg, Oregon 97470

July 24, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
PO Box 1128
Roseburg, OR 97470

Dear Mr. Shirley,

As a resident along the proposed haul route and near the site of the disposal of Mt. Nebo rock, I would like to express my dismay at the fact that the Highway Division would even suggest the use of our neighborhood for this purpose.

Flooding is very much in my mind each year made even more acute by this year's flood in January. The river water came within one house of us and came up so fast it was beyond belief. If huge chunks of rock are deposited on the north shore of the river, it can only act as a barrier, and therefore cause extensive flooding here on the south side. Our home escaped the catastrophic flood of 1964 by mere feet, and no amount of talk will make me secure in the fact that we will escape another flood, without extensive and complete research of the river. Not only would the rock act as a dam but the proposed earthen berm would, as well.

It is stated in your pamphlet that approximately 50 trucks an hour would pass my home. The amount of noise, dust and vibration would no doubt be great. Add to this the fact that my husband works graveyard and swing, and the trucks would haul between 6AM-10PM, and you come out with complete caos. Our home is constructed of stucco and our foundation is a cement slab; due to this fact it is quite possible that under four to six months of constant vibration our home could suffer heavy damage.

I would also like to say that your pamphlet has at least two inadequacies that I could see; first, if the 10 yr. flood line means January 1974, it is incorrect as the waters came within 25 yrds. of our front door. Another inadequacy was the noise level survey; it not only was made before the trees along I-5 were chopped down, but failed to combine freeway noise with the Earthmover noise (30 cubic yds.), which together should be above the FHWA Standard of 70 dBA. I feel your surveys are sorely lacking.

Thank you for your attention.

Sincerely,

Clarice Osborne

Clarice Osborne
375 W. Birch Ct.
Roseburg, OR 97470

July 24, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. BOx 1128
Roseburg, Oregon

Dear Mr. Shirley,

Being strongly opposed to dumping the Mt. Nebo rock on Site #9 (Gaddis Park) and the utilization of the special haul route indicated for the obvious reasons (harrassment and discomfiture of the area residents and increased danger to flooding) there is one aspect of this whole project to which I particularly object.

This ia a fairly large project (some 12 million dollars worth). Certainly a very large part of the project is disposing of the rubble generated by blasting the rock. I simply do not understand why a site for the disposal of this rock was not clearly and definitely specified at the time the bids were accepted and the contract let. The preference of the contractor for the Gaddis Park location is clearly due to the fact that it is more conveient and profitable to dump the rock there, disregarding the well being of the citizens who will be adversely affected and who, ultimately, are paying the bill for this project. This whole matter whould have been settled long ago to the satisfaction of all oncerned.

Sincerely,

Frederick N. Cartan

Frederick N. Cartan
746 W. Finlay
Roseburg, Oregon 97470

HARRISON MUNGER
CONSULTING ENGINEER

OREGON • 3571
CALIFORNIA • CE 16226

321 PACIFIC BLDG. • P. O. BOX 1667 • ROSEBURG, OREGON 97470 • PHONE (503) 672-7377

July 24, 1974

Mr. Alfred Shirley, Jr.,
Regional Engineer,
Oregon State Highway Division,
Post Office Box 1128,
Roseburg, Oregon 97470

Dear Mr. Shirley:

The comments embodied in this letter relate to the Environmental Assessment of the haul routes and excess rock disposal sites for the Mt. Nebo realignment project.

The report is inconsistent within itself, particularly in statements made regarding the Sun Studs site (number 1) and the Gaddis Park site (number 9). The former site requires rip-rap, which would be primarily protective of the highway embankment, while under somewhat similar conditions no such consideration was given to home-owners on the riverbank opposite Gaddis Park.

I shall not add to your embarrassment by drawing comparisons between the efforts of the Division of State Lands and the Highway Department's hydraulic engineer. This is not the proper forum for such discussion.

It is difficult to understand the rationale of the proposed noise-reduction measures. At resonant frequencies a plank fence could well augment, rather than diminish, the loudness of noise from passing equipment. Acoustics is a difficult subject, requiring detailed assessment of adjacent surfaces and their characteristics and placement prior to attempting development of abatement measures. Each area is unique; speculation, in place of actual site condition measurements, is hardly acceptable. The noise measurements do not indicate presence of construction equipment on the haul routes under study, though the contractor has such at the project storage area.

The studies made must be considered inconclusive, due not only to the many admitted unknowns, but the absence of

HARRISON MUNGER
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Regional Engineer,
Oregon State Highway Division,
Post Office Box 1128,
Roseburg, Oregon 97470

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The studies made must be considered inconclusive, due not only to the many admitted unknowns, but the absence of

comparative data leading to preferential recommendations of sites and haul routes.

Finally, no reference is made to the many studies and published reports locally available dealing with the flood problems of the Umpqua River drainage system. It is supposed, then, this wealth of information was ignored.

I join with others in protesting the proposed manner of execution of this project on the ground it is not responsive to the needs of the people of Roseburg.

Very truly yours,

Harrison Munger

Harrison Munger, P. E.

HM:ml

252 West Riverside Drive
Roseburg, Oregon 97470
July 24, 1974

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

First, I should like to protest the irresponsible use of words in the title of the document recently published by the Oregon State Highway Division in connection with the waste disposal sites and haul routes for I-5 project at Mt. Nebo. It was clearly revealed in the Federal Court of Judge Burns in Portland, Oregon, on July 22 that this so-called environmental assessment is only a report naming and describing the various sites rather than an environmental assessment. It seems to be chiefly a series of generalizations lacking substantial evidence.

Then, as a property owner living on the lowest point of the South Umpqua River bordering the north side of Riverside Drive in Roseburg, I am acutely aware of the potential flood damage which will occur if site #9 is used for dumping rock and if a rock fill is used for the bicycle path. I find no proof in the so-called environmental assessment that your staff used factual evidence to support the statement on page 33 that "the fill across the river in Gaddis Park will not affect present or future flooding patterns across the river."

Should serious flood damage result from the use of site #9 for rock disposal, property owners in this neighborhood will doubtless sue parties responsible for using this site. I sincerely hope that you will abandon your consideration of site #9 as a disposal site, because its use is a threat to human lives and valuable property.

Very truly yours,

Daphne Riffe

Daphne Riffe

E. A. Bloom
P.O. Box 451,
Winston, Oregon 97496

July 23, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Garden Valley Road - Fairgrounds
Interchange
Pacific Highway (I-5)
Douglas County, Oregon

Dear Mr. Shirley:

After reviewing all the site locations described within your ecological report it seems to me that the sixth site location appears to be the most workable.

My reasoning is that working from, or dumping on, this site would cause the least inconvenience to the traveling public as well as to Roseburg and surrounding area residents.

Yours truly,

E. A. Bloom,
Professional Land Surveyor

327 W. Riverside Drive
Roseburg, Oregon
July 17, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
Roseburg, Oregon

Dear Mr. Shirley:

In regard to the Interstate Construction Project and sites and routes for rock disposal, I am much opposed to the Gaddis Park, Spencer Option Site, for the following reasons:

1. The area is in a considered flood area, as is the land on the opposite, south, side of the Umpqua River. Although it is not definitely known that a build up of the north side will veer the river flow to the opposite south side in case of high water, neither is it certain that it will not. My home at 327 W. Riverside Drive, in the Laurelwood district, is on the south side of the Umpqua River, across from the west end of the Elks Island. This has been my home for 47 years and I have experienced 2 major floods, 1964 and this year, 1974, plus a minor one in 1971. There is nothing much more frightening than an approaching flood of water over which you have no control. Fire can be extinguished, but water is another matter. In 1964 the residents of this and other areas suffered great losses in household and property damage, although river erosion was more severe in this recent 1974 flood. Here on my property, just over the river bank, 3 large trees, one huge oak and 2 madrones, were uprooted and the river bank cut back severely. Others had similar losses. For that reason, also others, I do not like to see any build up on the opposite river bank that may increase any danger of flooding in case of high water.

2. The hauling route to the Gaddis Park site being in close proximity to the Douglas County Home and Community Hospital, also the Senior High School, will doubtless cause confusion, noise and dust in an area that should not be so disturbed. The nearness to the city is another factor against the site.

3 Since there is such great opposition to the Gaddis Park site, and there are other available sites more suitable, it is my belief, along with many others, that another site should be fully considered. I have no definite site in mind, but believe that any of the first three, Sun Studs, Shaner's or Loosley's, preferable.

Thank you very kindly for your consideration.

Very truly yours,

Harrie M. Booth

(Mrs. Harrie W. Booth)

EGON ENVIRONMENTAL COUNCIL
2637 S. W. Water Avenue
Portland, Oregon 97201

August 5, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

RE: Garden Valley Road - Fairgrounds
Interchange - Environmental Assessment

Dear Mr. Shirley:

Generally, the above-mentioned Environmental Assessment seems to talk a great deal about what will be done, some about what it will do to the environment, and very little about mitigation or repair of damage perpetrated.

Specifically, the Sun Studs, Site #1, fill must not in any way be allowed to present a hazard to fall chinook salmon that spawn in the area. This is mentioned in the report but manner or means to assure that protection is not mentioned.

Site #9 seems to receive the most attention in this report and we must assume from this that it is high on your priority list. This is a green, wild place with homes nearby. There is no mention made in the Environmental Assessment of efforts to mitigate the impact of using this site for spoils disposal.

We certainly hope that the contractors, Spencer and Company, are closely monitored by the Highway Division.

Sincerely,

Larry Williams
Executive Director

LW:jan
cc: Gary Potter

RECEIVED
AUG 7 1974
ENVIRONMENTAL
SECTION

Councilman Ward III

Phone ~~673-4457~~
673-4421

CITY OF ROSEBURG

744 S. E. Rose St.
Roseburg, Oregon 97470

July 26, 1974

Mr Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
PO Box 1128
Roseburg, Oregon

Re: Garden Valley Road-Fairgrounds
Environmental Assessment

Dear Mr. Shirley,

As a City Councilman who was in attendance at the public hearings of the Gaddis Park proposal by Spencer & Son, I have some comments I would like to express to you.

1. Table 1, page 4. Sites available at bidding. Mr Gordon Carlson, attorney for the contractor, stated at the hearing on behalf of the contractor that they knew of no other sites for the Mt. Nebo rock if the Gaddis Park proposal was not granted.

2. Spencer & Son proposed to the city that he would construct an overpass over Harvard Ave. to alleviate traffic congestion on Harvard Ave. Your report indicates a grade crossing in place of the overpass. Page 6 of your report states that at least 50 trucks per hour will now be crossing Harvard Ave. where we now have approx. 19,200 vehicles a day. I do not see anyway that a grade crossing can be sucessful in this area if the rock is placed at site 9.

3. Spencer and Son proposed a bridge over the South Umpqua river that would be I believe, 16 feet below the current I-5 bridge and now, it is to be a low water bridge. Either one may be acceptable but to me, indicates again, that Spencer & Son was proposing anything to get approval from the City for the Gaddis Park easement.

4. Page 19. Potential Impacts of Haul Routes. Under the heading of"Traffic " Site 9. Report indicates "moderate potential" at grade crossing. I feel that moderate should be changed to extreme due to the high traffic counts. The same should also apply to the "noise" factor. From a safety stand point, if this grade crossing is installed, Harvard Ave. should be closed to all east-west traffic.

5. Page 23. "$300,000.00 bond has been deposited." As of 10:00 AM July 26, 1974, there is no record of this bond being received by the City of Roseburg.

6. Page 33. Report states that the filling of Gaddis Park will not affect present or future flooding patterns in the Laurelwood area. How anyone can make such a statement only indicates to me that about as much research was devoted to flood problems as to whether the bond was deposited with the City. (Item 5)

In conclusion, I can only say that the entire report seems slanted to get approval for Site 9. At the public hearings regarding site 9, the same also appeared to be true as after giving testimony favoring the site, then "sat on their hands" when Spencer's attorney was disclaiming knowledge of any other site for the rock disposal. I am sure that some members of the City Council felt that the entire project would not be completed it the City did not grant the easement.

Now, in addition to the problems of hauling the rock to site 9, the Roseburg News-Review stated that Mr. Spencer testified in Federal Court on July 20, 1974 that he intends to apply for a permit to place a rock crusher-pug mill- hot mix plant at site 9 and what ever will be produced there, will then be transported thru the same area already disrupted by the rock haul. It is becoming more apparent daily, that Spencer & Son does not share any concern for the citizen of Roseburg or other areas (see exhibit A) and I feel as the vast majority of my constituents have expressed to me, that the Mt. Nebo rock should not be placed in the Gaddis Park area.

Sincerely,

George LaGrander
Councilman Ward 111

RESPONSE TO ROUGH DRAFT ASSESSMENT
ENVIRONMENTAL IMPACT STATEMENT

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Sincerely,

George LaGrander
Councilman Ward 111

RESPONSE TO ROUGH DRAFT ASSESSMENT
ENVIRONMENTAL IMPACT STATEMENT

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

January 2, 1975

ER-74/1407

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
300 Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

In response to your memorandum of November 1, 1974, we have reviewed the Draft Environmental Impact Statement for I-5, Garden Valley Road--Fairgrounds Interchange Section, Pacific Highway No. 1, Douglas County, Oregon.

General Comments

Before proceeding to our specific comments, we would like to point out the peculiarity of this supplemental draft. A U.S. District Judge concluded that the original environmental impact statement did not adequately discuss environmental impacts of the proposed waste disposal activity and that the environmental assessment was deficient in several aspects (page 6). Nevertheless, the project is presently underway, and it appears to us that the supplement has been prepared merely to fulfill a legal requirement. As such, it may seriously degrade an important objective of the National Environmental Policy Act, to address environmental considerations through a multidisciplinary review system at an early stage of planning.

The imprecision of the proposal makes a comprehensive review of this document somewhat difficult. An identification of the preferred disposal sites would be helpful.

Narratively, the statement is reasonably complete; however, additional graphics would be helpful to the reviewer. Graphics showing the site conditions of each potential development area, the transportation routes to the sites, surrounding land uses, and zoning should be included. Particular graphic attention should be given to the Spencer Option/Gaddis Park/City Property Site. These graphics

should be provided indicating the work that the contractor has agreed to do for the city in return for the use of the Gaddis Park Site.

Proposed fill sites vary in topography from nearly level and poorly drained floodplain areas to hillside slopes. It is mentioned that the soil will be removed, stockpiled, and spread over the fill at some of the proposed sites. It should be made clear whether this will be done at all sites that have a soil capable of supporting plant life. The soil underlying most of the nearly flat sites is not described and the question arises whether organic rich soils exist on some of these sites. Covering of such soils by fill could result in later subsidence of the fill surface. Placement of fill on the slopes of Mount Nebo will result in the potential for slope failure and the possible downslope movement of fines from the fill area.

Site 1, page 22. A fill on the floodplain can be expected to not only increase flood velocities at the site, but also increase the flood levels, both at the site, and for some distance upstream.

Site 10, pages 37-43. The United States Geological Survey has computed the December 1964 flood to be approximately the 100 year flood. This is based on a revision of the published figure of peak discharge on the South Umpqua River near Brockway from 105,000 cfs to 125,000 cfs.

Site 11, page 44, and Site 13, pages 49-50. Although these two sites are on the floodplain, it is not clear whether the waterway will be constricted or whether this will increase flood levels or velocities at the site.

Site 10, page 39, paragraph 1. The statement that, "If public park lands are required for a highway project...," should be revised to include reference to park lands of national, state, or local significance.

PROBABLE UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

This entire section should be expanded to provide more specific discussions of impacts.

Page 52, 3. Habitat, types, acreages, and wildlife species which will be involved should be included.

Page 52, 4. Fish species which will be affected and a summary of environmental impacts to the river which will result from haul routes should be included.

Page 53, 3 and 5. A brief summary of the specific impacts which are described earlier should be included here so it will not be necessary to refer to other sections.

Page 54. The statement that, "Use of a site could initiate development which will change the character of the surrounding area," should be clarified.

Page 55. The secondary impacts which will be caused by the "known development process" should be defined. Additionally, the relationship of these development processes to local zoning and comprehensive plans should be described.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Page 55. The specific wildlife habitats should be listed, including vegetation type (riparian, upland, marshland, etc.) and total acreages which will be lost, as well as project-related irreparable damage to particular wildlife species.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Page 57. A measure to mitigate wildlife habitat loss should be considered. A possible activity would include revegetating fill areas with plants suitable for wildlife. This activity should be coordinated with appropriate State and Federal resource agencies.

Sincerely yours,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant
to the Secretary

cc:
Council on Environmental Quality (5)
Director, Office of Environmental Project Review
Director, Bureau of Outdoor Recreation
Director, Fish and Wildlife Service
Director, National Park Service
Director, Geological Survey
Director, Bureau of Mines
Director, Bureau of Land Management
Commissioner, Bureau of Reclamation
Regional Director, PNW Region, Bureau of Outdoor Recreation
Regional Director, PNW Region, Fish and Wildlife Service
Regional Director, PNW Region, National Park Service
District Chief, WRD, Geological Survey, Oregon
Chief, Western Field Operation Center, Bureau of Mines
Oregon State Director, Bureau of Land Management
Regional Director, PNW Region, Bureau of Reclamation
Asst. Director, Western Region, Geological Survey, Menlo Park, CA.
Divison Engineer, Federal Highway Admin., Salem, Oregon
Regional Admin., Region Ten, Federal Highway Admin., Portland, OR.

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

December 13, 1974

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

The draft environmental impact statement for Garden Valley Road-Fairgrounds Interchange Pacific Highway I-5 Douglas County, Oregon which accompanied your letter of November 1, 1973, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Page 23, paragraph 2. The statement should acknowledge that the value of chinook salmon fisheries breeding grounds are important not only to state interests but also to national and international interests.

Pages 52 and 53. The possible adverse impacts on anadromous fish that could result from either selecting Site 1 (Sun Studs' Site) for spoil disposal or from constructing a low river crossing structure (Site 10) should be described in detail.

Page 54. This section should explain the effect of reduced production of chinook salmon on the State and the Nation that could result if Site 1 (Sun Studs' Site) is selected for spoil disposal.

Page 55. This section should discuss the amount of anadromous fish habitat that will be destroyed if Site 1 (Sun Studs' Site) is selected for waste disposal.

12-23-74
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford
Alfred Shirley, Jr.
J. C. McCormick

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R. Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (mep)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

5922/19-1
Ser mep 1628

Re: Draft EIS, Garden Valley Road - Fairgrounds Interchange Section

G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Thank you for the opportunity to review this Draft Environmental Impact Statement.

The Thirteenth Coast Guard District has reviewed the Draft Environmental Impact Statement concerning this proposed project. We also have received additional information by letter dated 5 December 1974, from Mr. Gary A. POTTER of Oregon State Highway Division.

We now find that sufficient safeguards will be present to preclude any violation of the Federal Water Pollution Control Act as amended 1972 (33 USC 1321); we therefore find no cause for comment at this time.

Sincerely,

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

January 7, 1975

cc: F. B. Klaboe
G. L. Green
J. H. Versteeg
Gary Potter
D. N. Harwell
B. L. Gifford
A. Shirley
J. C. McCormick
D. E. Swan

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7411 4 010 Return Date: DEC 9 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

A Division of State Lands fill permit should be obtained prior to placing any proposed fill materials within the 10-year high water flood frequency zone of the South Umpqua River. Application for a DSL permit provides a vehicle to coordinate specific details and conditions for a fill if there is to be one.

Agency Fish By Ronald Hasselman

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 741 - 4 010 Return Date: DEC 9 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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DRAFT STATEMENT

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(✓) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

Marine shale beds intermixed with submarine lavas of Mount Nebo may present incompetent areas subject to rock sliding from the excavated slope.

Agency Geology By Ken Ramp

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7411 4 010 Return Date: DEC 9 1974

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

AIR QUALITY: Plans for reducing fugitive dust emissions from construction activities not well defined.

NOISE IMPACT: A quantitative prediction of noise levels should have been made and noise control measures hsould have been shown at each impacted location instead of an "after the fact" solution.

Agency DEQ By Carl C. P. Simons

LAW OFFICES
GEDDES, WALTON & RICHMOND
435 S. E. KANE STREET
ROSEBURG, OREGON 97470

PAUL E. GEDDES
DUDLEY C. WALTON
JAMES G. RICHMOND
PETER NILSEN

MAILING ADDRESS: P.O. BOX 1265
AREA CODE 503/673-4452

December 31, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

I address this letter to you as City Attorney for the City of Roseburg, Oregon, relative to the proposal by S. D. Spencer & Son and St. Joseph's Catholic Church that material from Mt. Nebo be placed upon the Catholic Church property adjacent to Harvard Avenue.

Your attention is called to the fact that the property in question is zoned for residential purposes. Our zoning ordinance only permits certain uses of land in areas so zoned. The storage of rock or other materials is not one of the permitted uses.

Judging from the Environmental Impact Statement, as it pertains to this particular property, I find that plans call for a placing of up to 330,000 cubic yards of material on the site, of which 230,000 cubic yards would be removed by 1979.

The filling in of land on residentially zoned property is permitted under our ordinances if the purpose is merely that of filling in lowlands and to create a proper grade on the surface of the property. However, it appears from the information at hand that substantially two-thirds of the materials proposed to be placed on this site would later on be removed and that, accordingly, the property primarily would be used for storage of rock and other materials. This would constitute a use which is not authorized under our ordinance and would be an act which is prohibited thereby.

This communication is to advise you of the situation and to voice to you the definite objections of the city to the proposal on the ground that the same would constitute a violation of our ordinance.

Very truly yours,

Paul E. Geddes
Attorney for the City of
Roseburg, Oregon

PEG/dg
cc: The Reverend Bertram
Mulligan

Department of Public Works

Telephone 503/672-7701
Ext. 33

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

December 23, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

I have recently completed a review of the Draft Supplemental to the Environmental Impact Statement for the Garden Valley Road-Fairgrounds Interchange project on Pacific Highway I-5 in Douglas County, Oregon. Comments on the draft are listed below.

1. Page 4 - statement that "in return for use of City and park lands" is misleading. The agreement between Spencer and Son does not rest with Spencer's option to use the lands, but was granted in good faith for the improvements required therein. The option to not use the property does not preclude the agreement.

2. Page 15, Item 2 - Offroad vehicles will pose traffic problems at grade crossings, yet further discussion of such grade crossings is deleted. In negotiating the easement and land use agreement with Spencer and Son, the City of Roseburg, Staff and Council, was led to believe that if the haul route to Gaddis Park was implemented, an integral part of this plan was an overhead crossing of Harvard Avenue. This, it was felt, was a great benefit to the residents of the City and was used for justification in granting the easement. Since the overcrossing was outside the limits of the City property, it was not included in the agreement, but records of the meetings between Spencer, the City Staff, the City Council, and representatives of Oregon State Highway Department to consider the easement will attest to the fact that this was a high priority in their consideration. It was felt by those involved that the requirement of this overcrossing would be the responsibility of the Oregon State Highway Department and a grade crossing of Harvard was out of the question (see attached letter of July 24, 1974.

3. Page 16, Item 7 - An earlier statement refers to a haul of 50 trucks an hour or 100 trips on Harvard Avenue with an ADT of 16,000 with numerous intersection and driveway conflicts. To use any route west on Harvard as a primary site, or receiving all the excavated material each day seems unreasonable due to the many conflicts and problems it would pose for the City. However, to split the haul to these sites and use them in congunction with hauls to other sites seems more reasonable and would create less disturbance for the City.

4. Page 34 - It is noted that a temporary span over I-5 is considered here as minor, yet, again no mention of a span over Harvard Avenue has been considered. I-5 ADT - 15,400; Harvard Avenue - 16,000 plus school and hospital conflicts. Nowhere in the report has any consideration been given for a grade crossing of I-5 as has Harvard Avenue. Also an alternate route using Harvard Avenue is mentioned with no indication of the impact it would have with the existing traffic patterns or the present ADT of 18,700.

5. Page 34, last line - there is no one-way grid system affected or reasonably close to this site.

6. Page 35, Site 10 - Again no mention of overhead structures on Harvard Avenue, except as an alternative. This is of prime importance to the City and cannot be over-emphasized.

7. Page 35-44 - The agreement between Spencer and Son requires an embankment for a bike trail. This fill, although it could be considered as a minor site, could have a major impact and should, I feel, be included in this report since the 50,000 cubic yards are a part of the agreement as much as the 320,000 designated for Gaddis Park (see attached letter of November 6, 1974).

8. Page 39 - Reference is made to "an existing storm sewer drainage facilities running through the park area." I believe the writer is making reference to sanitary sewer facilities since I know of no storm system within the park. In discussing the possible problem with North Roseburg Sanitary District, I understood some relocation or replacement of their facility would be required with the use of this site. This should be considered.

9. Page 41 - 40 to 60 trucks per hour or 80 to 120 grade crossings per hour at Harvard Avenue, again 16,000 ADT is unreasonable, yet very good justification for a temporary overhead.

10. Page 42 - the Contractor S. D. Spencer and Son has, as of this date, December 23, 1974, not supplied the City with a bond.

11. Page 44, Site 11 - To me, a volume of 40-60 trucks per hour with an existing congested 18,700 ADT seems unreasonable and the alternate route through Site 9 would be of considerable less impact on all.

12. Page 46, middle of page - "Access patterns to Site 12 would be identical" - should read Site 13 instead of 12.

13. Page 46-50 - Site 12 - this site proposes a number of problems. The letter of agreement allows the contractor to place material on the site to elevation 454, a minimum 13 feet above the existing sidewalk. Aesthetically, this would create a serious problem for West Roseburg even until its removal in 1979.

As previously discussed herein traffic to and from this site would cause considerable problems. To consider excavating and hauling 200,000 cubic yards of this material over Harvard Avenue again in 1979 seems to put an additional burden on the City and more specifically the residents of West Roseburg.

There is a storm drain and sanitary sewer within the limits of this property. What effect the fill will have on these facilities has not been mentioned.

The Douglas County Housing Authority is mentioned with little impact being considered. Flooding, it seems to be assumed, in this area is due to overflow from the river. However, lack of drainage facilities due to the river being up provide flooding problems from local runoff.

Your interest and consideration of these items in your final draft will be appreciated by all concerned.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

Attach. 2

Department of Public Works

Telephone 503/672-7701
Ext. 33

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

November 6, 1974

Mr. Alfred Shirley, Jr.
Regional Utility Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon

Subject: Supplemental Environmental Impact Statement
Garden Valley Road-Fairgrounds Interchange

Dear Mr. Shirley:

In reviewing the draft of this impact statement, I find that you have not considered the proposed embankment for a bike trail on the north side of the South Umpqua River immediately east of Gaddis Park. This embankment is an integral part of the agreement with Spencer and Son and is spelled out in Paragraph 6 of the agreement (your exhibit A-2).

The residents of the Laurelwood area were concerned about embankment on Gaddis Park displacing additional water on this area and the embankment for the bicycle trail creating serious channel changes in the river. The latter condition was not mentioned in your draft.

Your inclusion of this consideration would, it seems, be necessary and appropriate to filing a full impact report of this site.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

November 25, 1974

Milton R. Schweppe
c 480 Tipton Road
Roseburg, Oregon

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

This letter is in regard to the Draft Supplemental to the Environmental Impact Statement on the Garden Valley Road-Fairgrounds Interchange on Pacific Highway I-5.

I am a property owner on the South Umpqua River opposite the fairgrounds. My first concern is about the location and the amount of fill. When the fairgrounds first requested the fill, it was for 90,000 cubic yards. This amount has recently been increased to 290,000 cubic yards. Also, it was stated by a gentleman being interviewed about this subject on KPIC Television at 12:15 last Thursday, November 21, that this amount may reach 400,000 cubic yards. I have lived on this homesite since 1948, and my greatest loss of property occurrs during flood years, such as 1964 and 1973. During normal years my loss has been minimal. However, the amount of fill mentioned above combined with the location of the fill and the type of soil on the south side of the river will so change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statement also states that this Fairgrounds fill site is being considered for a hot plant and crusher. The amount of noise that is being created from the trucks and cats working on the fill is already disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will create will be another concern.

Site No. 14, the Morgan site, would be more desirable as it is removed from any residential area, and also being in the hills would not affect the river levels or change the channel of the river. Also, if a hot plant were added, it would not be seen or heard from the freeway or any residences.

I hereby submit this letter to your department for consideration. As I am so concerned about future loss and damage to my property I am investigating areas of action to protect my property. May I please hear from you at your earliest convenience.

cc: State Highway Dept.
Salem, Oregon

Yours truly,
Milton R. Schweppe

250 N. Riverside Drive
Roseburg, Oregon 97470
December 5, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer of
Oregon State Highway Division
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Dear Sir:

The Draft Supplemental Environmental Impact Statement is inconclusive and unconvincing in reference to flooding as a result of the rock fill in the Gaddis Park area. There is no real evidence presented in: "the fill will not affect future flooding patterns across the river" quoting from page 43. Also contradictory to the above statement about Site 1 is the reference on pages 24 and 25 where the warning is given of flood damage to the opposite bank.

The loss of this area as a natural habitat for wildlife and as a safety protection during flooding represents an inestimable damage to a residential area which has already been harmed by the highway.

Sincerely,

Mildred R. Schneider

245 N.E. Chestnut St.
Roseburg, Oregon 97470
December 15, 1974

ATTENTION--Regional Engineer
of the Oregon State Highway Division:

Dear Mr. A. Shirley,

You have a major responsibility and obligation to the citizens and Property Owners of Roseburg to show a concern for their lives and properties.

I am asking you not to choose Site 10 (Spencer Option/Gaddis Park/City Option Site) because of the major impact it would have on human lives through flooding, noises and a contaminated atmosphere.

Forget about money and place your emphasis on the value of a human life.

Sincerely,

Evelyn Doyle

Evelyn Doyle

512 W. Harrison St.
Roseburg, Oregon
December 14, 1974

Dear Mr. Alfred Shirley, Jr.

The Roseburg News-Review stated that Mr. Spencer in Federal Court in Portland on July 20, 1974 stated that he intends to apply for a permit to place a rock crusher-pug mill-hot mix plant at the Spencer Option/Gaddis Park Site. This willproduce a tainted oil contaminated environment and additional noise which will be disturbing to Residents for a long distance.

The Environmental Impact Book states that flooding in this area will be minimal. I believe that this statment is false. I have relatives and friends who live near the Gaddis Park area and have good reason to believe that if tons of Rocks are placed on Site 10 by Mr. Spencer the flooding impact on homes, lives, and properties will be major.

For the concern of all Property Owners that live in this area as well as for other Roseburg Citizens I am requesting you not to choose Site 10 (Spencer Option/Gaddis Park/City Property Site) but to choose another site as soon as possible.

Yours truly,

Sue Brooks

Sue Brooks

365 W. Selmar Ct.
Roseburg, Oregon
December 16, 1974

Mr. A. Shirley:

This is my response to your publication of the Draft Supplemental (Environmental Impact Statment).

The only positive and correct statments printed in this book shows very clearly what a large profit Spencer Construction Company could pocket thru the use of Site 10.

However you fail to discuss the massive damages to lawns, landscaping, exterior and interior structure of homes, interior contents of homes as well as injury and loss of human lives and animals if Site 10 is chosen.

If Site 10 is selected tragedy will follow and the State Highway Department will never be able to fully compensate for this erroneous decision.

I am urging you as a Property Owner and Taxpayer not to select Site 10 (Gaddis Park/Spencer Option/ City Property Site).

I urge you to select some other site for the dumping and storing of Rocks from Mt. Nebo.

Sincerely,

The Everett Mauck's Family

2

682 W. Finlay St.
Roseburg, Oregon
December 10, 1974

Mr. Alfred Shirley
Regional Engineer
Oregon State Highway Division
PO Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

In response to your public request concerning the Environmental Impact Study and the selection of sites for the Rocks from Mt. Nebo I am sending this letter.

Site 10 (Gaddis Park/Spencer Option/City Property) should never be used as a site to dump Rocks from Mt. Nebo.

It is very obvious that your flood studies are incomplete and erroneous. Anyone standing on the River Bank during High Water can easily see what flooding hazard and flooding threat the dumping of Rocks from Mt. Nebo would have on homes and properties across the River from this area.

Again I urge you to prevent destruction to us the taxpayer by making an announcement assuring the public that Site 10 will not be used and choosing some other site as quickly as possible.

Sincerely Yours,

Mary Ellen Collison

Mary Ellen Collison

Harry A. Collison

526 W. Bellows St.
Roseburg, Oregon
December 16, 1974

Mr. Alfred Shirley
Regional Engineer
PO Box 1128
Dear Mr. Shirley,

I am a mother of 3 children, a property-owner, a taxpayer in Roseburg and the state of Oregon and a Registered Nurse who cares for 83 other livers 3 times a week. I have read the Draft Supplemental of the Environmental Impact Statment from front cover to back cover. In general I find much written about Site 10 - in fact the whole book seems slanted and favors Site 10. The book seems to be printed for the reason of giving the personal bias opinions of Spencer & Son Company and of the State Highway Department than for the reason of providing accurate research data (unprejudice & unbiased) for the public.

The U.S. Army Corps of Engineers spent many months following the Flood of 64 doing research and developing maps and zoning this area as a Flood Plain to protect the public. In fact their [redacted] been in this area recently stating the Property Owners here have good reason [illegible] the investment of [illegible] dollars. There has been other Research & data printed on other Teams in the past that shows this is a flood area and that this area should not be disturbed by any dikes, dams, [illegible]

of the State Highway Department should secure these maps & publications from U. of O. Library and study them. I think you will find much conflict between that and what is printed in your Final Draft Supplemental Book. Flood plains, Flood planes and Floodway Boundaries were set up in order for City of Roseburg To Qualify for the National Flood Insurance Program. Part of Site 10 was Zoned Flood Plain with 1972. If you (Mr. Shirley) responsible for the important position as Regional Engineer allow through your decision Rocks from Mt. Nebo To be placed on this Flood Plain it will cause devastating hazards To health, safety and welfare of the citizens of Roseburg.

A special study done in 1971 by the University of Oregon states that only 2 feet of flooding above the first floor level of a single family house causes damage equivalent To 25% of the value of the house and damage to almost 60% of the value of its contents.

Another Study done of Planned Use of Flood-Prone Areas describe the Floodway Boundary as The area needed To carry the Flood Flow. A Zoning Ordinance is a method of controlling development in flood prone areas To prevent construction of obstructions in floodway areas Placement [illegible] floodway area can [illegible] of [illegible]

[illegible] make a mistake [illegible] caution you not To [illegible] will have a costly and a [illegible] you and the Oregon

as being a promoter for destruction. I am sure that you do not want a flood record maybe 3-6' or even 8 years from now to have repercussions on the State Highway Department at that Time

the Draft Supplemented Book states that Flood will be minimal. I am not sure what they mean by the term "minimal". However it clearly shows that they expect some flood damage. How much damage is a big question and a serious one? Honestly - I do not feel anyone has the Total answer to that. Only the uncontrol forces of nature can answer that. You must admit Mr. Shirley it is possible for one or several lives to be lost and well as from a few, To millions of dollars of damage to be done if Mt. Nebo's Rocks are allow To be placed in Gaddis Park or Site 10 area.

Also Mr. Shirley - This is not something that will cease after a few years, but if Rocks are placed in Site 10 the effects from these Rocks will be felt for hundreds Thousands of years - as long as this earth is here.

there are other reasons why Site 10 should not be chosen. One is noise, there are Dirvation factors also dust problems. Rest problems are major here during dry weather. I urge that the freeway slopes be landscape and the Top of the new Freeway [illegible] Top as soon as is

feasible in 1975. Water will not relieve
The dust hazard in this area as verify
by this situation in 1974. We as Residents
in this area for 24 hrs a day, and 7 days
a week cannot not Tolerate the dust
situation that existed in 1974 here again. If
measures are not taken to correct the
in 1975 - we will work with Department
of Environmental quality to see that
measures are taken.

We sent a letter dated July - 1974
in response To your Environment Impact
Everything stated in that letter is still our
same feelings. Being you - Mr. Shirley are
The only one responsible in the end for
deciding if Site 6 will be used, or not
We will hold the Oregon State Highway
Department responsible for any and all
damages of any nature caused to
our homes property, our lives and pets.

Again I urge you for the good
of all Residents involved, not to consider
Site 6 but dump The Waste from
Mt. Hebo at the Fairgrounds where, it is
a benefit to all tax dollars. That area
can use a lot of fill and there are
no homes directly across The River from it.
The rest of the route from Site 6
(not using Mt. Hebo Site Complex) for
most part - Ours, We have more homes in
Resource.

Sincerely,

Lee S. Tiller

345 W. Lilburn
Roseburg, Oregon
December 17, 1974

To Mr. Alfred Shirley,

It has been brought to my attention thru the supplemental Draft of the Environment Impact Statment that it declares that the flooding will be miminal if the Rocks from Mt. Nebo are deposited in Gaddis Park. There is no evidence in this book to make this true. All evidence presented by the Property Owners who have witness flooding on these banks of the South Umpqua River and to studies done by the US Corp of Engineers points to the conclusion that flooding can be very extensive in this area. If this hugh mountain of Nebo's Rock is moved to Gaddis Park it will complicate the flood situation and cause even more tragedy to homes and lives.

Mr. Spencer testified in Portland Court that he plans to put a Rock Crusher, pug mill and asphalt plant in Site10 The air current is usually in a South East direction from this site, and would disturb our quiet peaceful residential district with noise as well as taint it with an oil smell. We do not want a Rock Crusher and Asphalt Plant in the middle of our city.

Mr. Shirley let's take decisive action making it clear to the public that Site 10 (Gaddis Park/Spencer Option/ City Property Site) will not be used for dumping and storing of Mt. Nebo's Rock.

It would be economical for the State Highway to take the Rock to the Fairgrounds plus it would result in improvements to the Fairgrounds' Property. This is a good site for the Rock Crusher as it is out of the city and away from a populated Residential District.

Sincerely Yours,

Mr. & Mrs. Allen Sullivan

252 W. Riverside Drive
Roseburg, Oregon 97470
December 17, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Although Draft Supplemental shows improvement over the initial environmental study issued on July 19, 1974, it is still incomplete, with the reports on the various sites disproportionate to the point of seeming biased. For example, reports on all the sites except #10 vary from one page to five and one-half pages, whereas the report on site #10 has been enlarged to more than eleven pages.

Also, the innuendo of the concluding statement of the report on site #10 reveals a bias that should have no part in a study whose intent is to present a study of the environment. Perhaps a report of this kind would be more acceptable if it were prepared entirely by disinterested investigators such as the Oregon State University School of Oceanography quoted in the Appendix.

Despite its length the description of site #10 is incomplete. First, there is no clear proof of adequate drainage facilities during times of heavy rains and floods. Also, this area will receive additional drainage from the new Kaiser-Aetna shopping center.

Second, there is lacking substantial proof for statements like those on page 43 of Draft Supplemental: "The fill across the river in Gaddis Park will not affect present or future flooding patterns across the river. As a portion of the total water volume in the river, the backwater storage capacity of the Gaddis Park area has been deemed insignificantly small by hydrologists." I think it is appropriate to ask, "What hydrologists and how did they make their studies?"

Still another example of the lack of evidence to prove

the validity of statements made by Draft Supplemental is that on page 23 in the description of Site #1 in regard to the value of the bar as a spawning ground for Chinook salmon.

In addition to the lack of factual proof, some explanations are occasionally contradictory and therefore unconvincing. Table 2 shows that site #10 will take all of the rock available after mandatory sites have been filled. Yet the records of the Parks and Playground Commisssion for May 28, 1974, emphasize that every effort should be made to dispose of much of the rock elsewhere. Thus it would seem that Parks and Playground Commission is indeed aware of the danger involved by filling an area officially deemed a flood plain.

As a resident of Laurelwood for twenty-two years, I have observed that Gaddis Park and the adjacent area provide a safety measure for those of us living on the south bank. The "long-term loss" of trees, shrubs, and himalaya berry vines would deprive both the Laurelwood and Finlay street areas of protection from debris during a flood. Furthermore, the fill of 14 feet for the bicycle path along the railroad tracks would act as a dike which "would restrict the river channel and could cause high water problems in other places," according to the study made for the City of Roseburg by the University of Oregon Bureau of Municipal Research and Service in 1963.

Here it seems appropriate to point out that the statement in regard to flooding at site #1, pages 23-24 of Draft Supplemental, could in part apply to the Gaddis Park area: "The entire fill would be placed in the floodplain and portions could even encroach on the low-water channel, resulting in the greatest potential impact to the floodplain of the 14 proposed sites."

Also confusing and conflicting in its intent is the label given to site #10 under Future Use in Table 4. How can a site be developed as a park and yet be used industrially? Its industrial use was made plain by S.D. Spencer when he stated in the Federal Court of Judge Burns in Portland, Oregon, in July, 1974, during the suit brought by Paul Jackson that his construction company would put a rock crusher and asphalt plant on the site if permission were granted for rock disposal there.

Finally, one of the most important contradictions in Draft Supplemental is that concerning the statement of the park director of the city of Roseburg: "The park in its present condition is not of local or state significance." Opposed to this statement is that in the conclusion of the description of site #10 in Draft Supplemental: "Nonetheless, the project would

result in the loss of the natural habitat to be filled or developed, and the remaining natural area would decline in value as a natural area, due to increased size, increased accessibility and human use." What could be more significant today than maintaining a natural habitat for animals and many valuable birds? Such a habitat is in itself an inestimable asset to any community, not just for recreational enjoyment but for protection of environmental elements necessary for the life of man. Why then was this conclusion omitted from the summary of "Probable Unavoidable Adverse Environmental Impacts" of the Draft Supplemental?

In making its final decision of the rock disposal, the highway department will, I hope, consider not only the above reasons why residents oppose the use of site #10 but also the rapport yet to be established between your agency and the citizens of the community.

Most sincerely,

Daphne Riffe

Mrs. Daphne Riffe

December 20, 1974

To – Mr Alfred Dirkay Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

FROM – Paul Jackson – Tax Payer

RE – Draft Supplemental
Environmental Impact Statement
Garden Valley Road – Fairgrounds Interchange
Pacific Highway I-5
Douglas County, Oregon

Dear Sirs –

As you will remember, I am one of the Objectors to the Haul Route & Disposal Site 10, Spencer Option / Saddis Park / City Property site.

I have thoroughly read your Draft Supplement and although it is possible to argue pro & con over the several disposal sites & to get different opinions concerning each one, depending on which expert you talk to, it all seems to boil down to Site 10, Spencer option / Saddis Park / City Property Site against the balance of the 14 Major Disposal Sites.

In my opinion, there are 5 valid objections to the use of Site 10 which can be found in your E.I.S. & which I summarize below.

(1) The Haul Route to Site 10 —
The Contractor proposes to use ABC Road Vehicles

December 20, 1974

To – Mr Alfred Dirley Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

FROM – Paul Jackson – Jax Gander

RE – Draft Supplemental
Environmental Impact Statement
Garden Valley Road – Fairgrounds Interchange
Pacific Highway I-5
Douglas County, Oregon

Dear Sirs –

As you will remember, I am one of the Objectors to the Haul Route & Disposal Site 10, Spencer Option / Laddis Park / City Property site.

I have thoroughly read your Draft Supplement and although it is possible to argue pro & con over the several disposal sites & to get different opinions concerning each one, depending on which expert you talk to, it all seems to boil down to Site 10, Spencer option / Laddis Park / City Property Site against the balance of the 14 Major Disposal Sites.

In my opinion, there are 5 valid objections to the use of Site 10 which can be found in your E.I.S. & which I summarize below.

(1) The Haul Route to Site 10 —
The Contractor proposes to use Off Road Vehicles

at the rate of 50 per hour, 16 hours per day for 6 Months. "They must first cross Harvard Ave which now handles 19,200 Vehicles per day as the main East West arterial in Roseburg. Can you imagine what will happen, regardless of the new traffic lights & flagmen, when you crisscross 19,200 vehicles & 50 Off Highway trucks per hour at the junction of Harvard Ave & Fellows Street?

"The Route then passes within 25 ft. of the Douglas Community Hospital, then within 50 ft of the new Roseburg High School Vocational Building, then within 25 ft. of 23 better than average Residences, to the River. A Bridge (High or low level) must be contructed across the Umpqua River. Then there are several alternatives to reaching the disposal site. One of these is through Laddis Park, another is through a fine grove of Fir Trees on the Veterans Administration Property.

In view of all the above problems, it is beyond my comprehension that the State Highway Dept could possibly approve this route!

(2) Laddis Park —

It is my understanding that the F-4 Section of the National Highway Transportation Act forbids the transport of waste material through a Park when other routes are available.

Regardless of the present controversy, the Roseburg Comprehensive Plan, — Red for this Park to be left

in it's natural State & the "Boggle" Park to be 1/4 mile downstream at Stewart Park which is one of the best such facilities in the State of Oregon.

If the State & Federal Government were so worried over their lease of this Parkland to the City of Roseburg, I am sure they would have done something prior to now as the original lease was signed in 1958.

In addition, in order to use Laddis Park, S. D. Spencer & Son reportedly put up a $300,000.00 Bond. As of this date, no Bond has been deposited with the Cetey of Roseburg.

(3) Flooding —

It is impossible for anyone to predict what will happen when the Umpqua River goes on it's almost yearly rampage., however, the South Bank of the river in the Laurelwood area is now 5 Ft. lower than the North side at Laddis Park.

In my humble opinion, if you build up the North bank another 14 Ft higher, the only place for the flood water to then c 1 the South bank!

(4) Utilities —

The Oregon Dept of Environmental Quality & also the North Roseburg Sanitary District are concerned with the effect, use of this Site, will have on the main Sewer trunk lines which cross this area.

One trunk line is alongside my Food Warehouse

as it flows to the East of Site 10. Anytime there is a heavy rain, the affluent & sewage overflow through the manhole covers alongside my Buildings. We already therefore have problems which could conceivably become much worse. If the lines were to be covered over with another 14 ft. of rock & serious trouble does occur, we are all in trouble.

(5) Drainage ——

Most of the entire NE Quadrant of Roseburg, up to the Television Tower, drains through my property, then through Site 10 & on to the River.

This (per E.I.S) is a "poorly drained tract of land. Seasonally, much of this area is under standing water from undrained rainfall. Portions of the tract are also subject to flooding from extreme high water on the South Umpqua River."

Another factor has been added in that the new Kaiser Aetna Building Center is now draining all their surface water to & thru Site 10.

My Buildings are built above surface level at the North end & on piling at the South end. If the Site 10 properties are built up 14 ft, this leaves me down in the hole with no place to go & if you have ever been in this area after a week of solid rain, you will know what I am worried about.

In addition, the Southern Pacific Railway tracks

& my Spur track are the East Boundary to Site 10.

In my opinion if Site 10 is built 5 ft higher than the RR tracks, regardless of what Spencer & Son allege that they would do to control the drainage, a dike would be formed on the West side of the tracks, forcing the water to inundate the tracks themselves plus the Cedar Street residential area which already has water problems anytime there is a downpour.

Also on Jan 8, 1975, in the Douglas County District Court, there will be a hearing on a suit for flood damage caused by the water backing up on the East side of the S. P. Railway tracks with defendants being myself, Hull Lumber Co. & the Southern Pacific Co.

Above are my carefully considered objections to the use of Site 10 as shown in your E. I. S.

I bought this property 20 years ago when it was indeed a swamp. I have improved it to a very valuable property & an asset to the City of Roseburg, & come "Hell or High Water", I intend to protect it at all Costs.

Now for the other side of the coin ——

As I read your E. I. S. it becomes apparent to me that several of the other Sites are readily

available, without causing more problems than we already have, & where the Rock could be put to good use or else disposed of with no damage to People, Property or Animals.

In my opinion, as I read your E.I.S., the most logical place to go is the Hutchins Ck St. Bridge Site 9, which is adjacent to the Project. By building one Haul Structure over the Freeway, thus easing the burden on Harvard Ave, the Contractor would have ⅓ of a mile haul with off Highway vehicles, which is definitely to his advantage, & would then be able to haul only .1 of a mile further under the Bridges to the mandatory Mercy Hospital Sete 11. This Route & Disposal Site would disrupt no one!

The above would take approximately ⅓ of the now remaining rock as of this date.

It is my understanding that in addition to the excess Rock that you have now put on the mandatory Fairgrounds Sites 5 & 6, Douglas County would welcome the balance of the Rock at the expanded Fairgrounds Site 7. This route has already been pioneered by the previous hauls to the mandatory Sites 5 & 6 & has been very successful, with only minor disruption of Freeway traffic South.

If the County wants the Rock. If it can be done with no more disruption than has occurred to date. And if the Rock can be used for the benefit of

all the people of Douglas County to improve our Fairgrounds, I believe that this is the "way to go"!!

This gets me & also the people of the Bellows St. - Laurelwood area off your back & instead of mad people complaining about our Highway Dept & their High Handed tactics, everyone, including Spencer & Son, the State Highway Dept., the Federal Highway Administration, the local dissidents & myself are happy.

How could there be a better ending?

Only in the United States of America & especially the great State of Oregon!!

Thank you for allowing me to express my opinions.

Very truly yours,

Paul Jackson

P.S. One Question — Apparently the Goats are still there, but is anyone concerned with their well being & welfare?

P.S.2 Two Suggestions

(1) As vehicles approach the Project area from the North the Freeway narrows to one lane. There are no signs stating this. There has already been one minor accident, when a large Semi Truck & an automobile arrived at the one lane at the same time. Could not this be adequately signed?

(2) In leaving the Project Area to & from Harvard are Southbound, in the Winter weather, it is very difficult to see the road & also the stop sign at the entrance to the Freeway. A few Light Guards would help to alleviate possible accidents.

Thanks again.

Paul Jackson

354 W. Selmar Ct.
Roseburg, Oregon
December 18, 1974

Attention--Mr. Shirley:

Your Draft Supplemental Environmental Impact Statment fail to give any consideration or outline any mitigation measures for protection of Property Owners in the Site 10 adjacent land areas.

We feel if Site 10 is used there will not only be much destruction of personal properties but there will be hardships and tragedy impose on human lives.

The Property Owners are an important Segment of the City of Roseburg and you as Regional Engineer of the State Highway Department should give heed to them.

I am asking you not to Select Site 10 (Gaddis Park/ Spencer Option/ City Property Site) but to choose one of the other sites.

Sincerely,

Mary Olson

December 10, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer of Oregon
State Highway Commission
1547 S.E. Jackson St.
Roseburg, Oregon 97470

Dear Mr. Shirley:

As a resident of the area opposite site #10 for the disposal of rock from the Mr. Nebo project, I am acutely aware of the danger from flooding in spite of the statement in Draft Supplemental that flood danger will be minimal. What real proof does the survey offer ?

Having witnessed previous floods, I know that Gaddis Park and the surrounding area help protect the south bank not only from elevated flood waters but from the debris that is very destructive to homes and land.

Draft Supplemental (page 44) makes it very clear that a rock fill as planned by the City of Roseburg would destroy entirely a natural habitat for animals and birds. Table 5 indicates a "long-time loss" of trees and shrubs. Such destruction seems incompatible with the Highway Commission's plans for beautifying I-5.

What is more important: building a boat landing, restrooms, and a paved bicycle path or the lives, property, and natural environment ?

Very truly yours,

Charles E Long

Residence at 436 W. Bellows St.
Mailing Address at P.O. Box 13

2.

416 W. Bellows St.
Roseburg, Oregon
December 19, 1974

Oregon State Highway
Regional Engineer

Dear Mr. Shirley:

As a Property Owner on the South Bank of the South Umpqua River and a Taxpayer of the City of Roseburg, I am vitally concerned with any project that may have an effect on my family and property.

We do not want the Rocks from Mt. Nebo deposit in the Gaddis Park Area. Do not select Site 10 (Spencer Option/Gaddis Park/City Property Site) as a disposal site.

We feel the Fairgrounds would be an excellent site for the disposal of this rock material and the rock crusher. At the same time it would improve this recreational facility which is used by many residents of the State of Oregon.

Sincerely Yours,

Billie Johnson Jr.

7

December 12, 1974

[redacted]

Virgie A Whitsett
Box 701 Tipton Rd
Roseburg, Oregon
97470

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
[illegible]burg, Oregon

[illegible] Shirley:

[illegible]r is in regard to the Draft Supplemental to the Environmental Impact State- [illegible] Garden Valley Road-Fairgrounds Interchange on Pacific Highway I-5.

[illegible]perty owner on the South Umpqua River opposite the fairgrounds. My first [illegible] about the location and the amount of fill. When the fairgrounds first re- [illegible] fill, it was for 90,000 cubic yards. This amount has recently been in- [illegible]90,000 cubic yards. Also, it was stated by a gentleman being interviewed [illegible] subject on KPIC Television at 12:15 Thursday, November 21, that this amount [illegible]00,000 cubic yards. I have lived on this homesite since 1952, and my [illegible] of property occurs during flood years, such as 1964 and 1973. During [illegible]y loss has been minimal. However, the amount of fill mentioned above [illegible]ths location of the fill and the type of soil on the south side of the river [illegible] change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statement also states that this Fairgrounds fill site is being considered for a hot plant and crusher. The amount of noise that is being created from the trucks and cats working on the fill is already disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will creat will be another concern.

Site No. 14, the Morgan site, would be more desirable as it is removed from any residential area, and also being in the hills would not affect the river levels or change the channel of the river. Also, if a hot plant were added, it would not be seen or heard from the freeway or any residences.

I hereby submit this letter to your department for consideration. As I am so concerned about future loss and damage to my property, I am investigating areas of action to protect my property. May I please hear from you at your earliest convenience.

Yours truly,

Emma Whitlow
Helen Bryson

Virgie Whitsett
Virgie Whitsett
Jean and Howard Bayer

cc: State Highway Dept.
Salem, Oregon

326 W. Williams St.
Roseburg, Oregon
December 19th, 1974

Dear Mr. Steinbeg

This letter is being written in response to your publication of the Environmental Impact Statement

In our select site to Circulation Tank - Spencer Creek City Property Site), for the disposing of Rock waste at Fairview there are too many problems still in question about this site, such as flooding, dust pollution, devastation of the City and natural environment as well as traffic congestion.

I find in the Draft Statement incomplete and inaccurate. I can't imagine how [illegible] would be marked like there without [illegible]

[illegible] I want to call your attention to the dust pollution that existed here during the summer and fall [illegible] we have a county fair and each year [illegible] which we have received thousands of dollars and [illegible] buildings. This is the end of the [illegible] [illegible] [illegible]

We tolerated this situation during 1974 but will not tolerate this during 1975. Unless measures are taken to provide relief from the dust throughout the workday and for just an hr. or so.

I feel that the Fairgrounds would be an ideal site for the stock-piling of Rock from Mt. Nebo and also for the Rock Crusher, being a South Route to the Fairgrounds has already been installed. Many improvements could be made in this area from the Rock from Mt. Nebo.

Sincerely,
Everett F. Allen

252 W. Riverside Dr.
Roseburg, Oregon 97470
December 19, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

After examining Draft Supplemental, I see no actual statistics to prove that flood damage from the fill in Gaddis Park area will be minimal. Therefore I strongly protest the disposal of any rock in site 10.

Also, any fill which would destroy a natural habitat should definitely be avoided. Because such areas are fast disappearing, you and I should help preserve them for future generations.

As a member of National Wildlife Federation, I urge you to read the article in the August-September, 1974, issue of National Wildlife on land use and heed its advice.

Very truly yours,

R. Cloyd Riffe

R. Cloyd Riffe

872 NW Black St.
Roseburg, Oregon
December 18, 1974

Regional Engineer
Mr. Shirley:

I reside on Black St. in the Roseburg Area but I do not live in the adjacent Site 10 Area. Part of my tax dollar goes to finance the Oregon State Highway Department.

Now is the time to act to prevent destruction of personal properties and injury to human lives in the adjacent area to Site 10. Those people on the South Bank of the S. Umpqua River have been afflicted enough thru noise, vibration disturbances, traffic congestion, dust and air pollution from widening of I-5 that they should not be made to endure any additional hardship from the disposal of Rocks from Mt. Nebo.

I am asking you not to choose Site 10 (Gaddis Park/ Spencer Option/City Property Site) as a disposal for Mt. Nebo's Rocks but to pick another site.

Being some of the Rocks has already gone to the Fair-grounds and the roads are established--let's put the Rock Crusher.there!

Yours Truly

Patricia A. Zimmerman

2

Sarah Mason
221 Tipton Rd
Roseburg, Ore
Dec 74

Mr Alfred Shirley Jr:
Regional Engr
Oreg State Highway
C/O Box 1128
Roseburg, Oreg.

Dear Mr Shirley:
This letter is in regard to the draft Supplemental Environmental Impact Statement on the Garden Valley Road - Fair grounds Interchange on Pacific Highway I 5.

Our family are property owners on the South Umpqua River opposite the fair grounds - like. Also lease the property to the north that belongs to Leo O'mara

Last year there were numerous large trees and brush all

along our side of the river
to help protect our lands
from more damage than
we did suffer
However with the severe flood-
ing of a 30.5 flood peak at
Pekin creating at 8½ feet
above flood stage on Jan
16.74, this took a great
many of the trees and brush
and quite a bit of the land-
the water extended about 300
ft. from the top of the bank
on to our property.

After the Jan 16-74 flood we
attended the disaster Center
at the Armory to inquire as
to what & how we could protect
our land from future floodings
since our trees & brush were
gone & considerable soil
we were told by one of the
officials that there were no
provisions available to clean
up & restore our property and

no provision to protect our property from future flooding. We were also advised that there were laws against our putting any slag or protecting our property in any way as it would change the river current which was illegal. We were also advised to talk to the County Commissioners.

Later we contacted some of the county comissioners, inquiring as to how much rokk from the mt. Nebo project was to be put in the fair ground Area and how far up river it would be put. We also inquired as to as to high it should be piled directly accross and up river from our property, since this bank accross from us if piled too high would not let the water that normally wash up on the fairground side,

would be pushed up on our side as the current would be changed & come further up on our properties.

We also requested rock of the same height be put on our side of the river - and had offered to try & get permission from our neighbors to haul rock along there properties - but we advised this was not possible as they had no hauling route, we offered part of our leased field which we had already plowed & sowed as a right of way to haul rock to our property and along the river by building a temporary bridge across the river.

After getting no response or intrest in our problem we were then referred to a Mr Mann who was supposed to be charge of this sort of problem especally connected with the water flood

He assured us they were only going to fill in down on the corner by the fairgrounds where the water had washed out the soil. he aks told us the rock would not be put up stream at all. and if they did it would not be any higher than it had been.

since that time they have continued to put rock on the fairground side of the river, and this will force water higher on our land and cause severe flooding all along this side of the river-

the land that we have leased from Omar's to the north of us at first glance looks high & of a rolling type terrain however if inspected closley along with the way the river flows and its various currents especially

during a heavy flood one can easily see that once the water reaches the top of the bank, it back washes and causes another flow up stream down south through the field toward our property where normally it would wash up on the fair ground side.

We have put in considerable time effort and money to clear, plow & sow this land for our stock, just as the O'maro's have down through the years. none of us want to see this land washed away and the people in charge of these operations turning there heads saying it won't hurt the flat people across river.

Also the noise and constant working which the innuremental impact statement says is

minimial. has been very distressing for those of us who have to listen to it all day long, for awhile it appeared it'd be all night.

On nov 5. 1974 According to the News Review waste work studied say that already 100,000 cubic yards of material the Amount originally planned for the county site & the fairgrounds according to a highway division spokesman.

Otis Jordan project manager for Spencer & son said on Nov 5. 74 his company is working closely with the county and hopes to take as much material as possible to the fairgrounds. he said it is impossible to predict which if any other sites will be needed for later.

Other reports say the Amounts of waste rock has increased to 290,000 cubic yards. & the

[illegible] in along the river opposite
[illegible] properties.
[illegible] this rock will defenetly
[illegible] the river flow and
[illegible] severe hazzard to all
[illegible] boats opposite the fill
[illegible] us along here have
[illegible] that is important to
[illegible] livelyhood and this stock
[illegible] harassed constantly
by the racket and vibrations
created by various equipment.
when the high water is pushed
on our side of the river the
lives of these Animals will
be in danger as will Barbkemp
& some homes of us & our
neighbors.

Also we understand that
the fair grounds is being consid-
ered for a hot plant and
Crusher. we are very much
against this racket & dust &
will cause extreme discomfort.
I realize this is not an exact
factual letter on its formation

gathered by numerous experts in this field. However I am writing as a home owner who has a very small piece of land, which means a great deal to those of us who have put in effort, time & expense to build a home & when the high water came in 1974 we had to act urgently as did thousand of others Douglas County residents to save stock, feed & buildings & fences.

We were not aware that the Amount of fill was going to be put in where it would create such a hazard to families along our side until Mar 5-1974 when according to the News Review map no 5 & map no 6 sights were mandatory, prior to this time we had no information except that it would not be put up stream, and the Amount down stream would only be as high as the bank had been.

If however the same amount of fill was put on Our side of the river by building a temporary bridge - all of our properties would have a better chance of being protected in case of heavy flooding.

I disagree very strongly with work that has been with out public notice Nov 5 - 1974 when 100 000 cubic yards had already been put in to better the fairgrounds & put a feather in the caps of the ones responsible for making all the extra fill mandatory - And make it convenient for the Contractors & line there pockets while we as tax payers & home owners, stand to risk being washed away & still have to pay taxes on soil that isn't even there, when the next flood comes.

I sincerely hope this letter is very carefully considered

and some fair Action is
taken to protect those
of us who will suffer the
consquence if this is Allowed
to go on as been left like
it is with out Any protect-
ion to Our side of the river.
I would like it to be noted
that this is a protest Against
the Amounts of fill without
Carefully studeing the situation
and it is Aks a protest Against
a rock Crusher and hot plant.
I would like a response at
your earliest Convience -

Sincerely
Mark Mason
221 Tipton Rd
Roseburg Ore.

1623 NE Hollis
Roseburg, Oregon
December 20, 1974

Dear Sir:

I do not live in the adjacent Gaddis's Park Area nor do I have relatives living there. I do live in the Roseburg Area and am a taxpayer and Property Owner in the State of Oregon.

I have seen in my lifetime the damaging and devastating effects from flooding and many dollars lay in waste.

Being there has been flood effects on both the South and North Banks of the South Umpqua River in the past in this area, I feel that no rocks from Mt. Nebo should be taken to this land area.

I am asking you--Mr. Shirley not to approve of the Site 10 (Gaddis Park/Spencer Option/City Property Site) but to choose another site for the dumping of Rocks from Mt. Nebo.

The dumping of Rocks at the Fairgrounds would be a benefit to all.

Sincerely Yours,

Faye Crieger

December 29, 1974

Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Commission
P.O. Box 1128
Roseburg, Oregon 97470

Dear Sir:

I am a resident of Roseburg owning a home across the river from Gaddis Park. I have lived at 213 W. Bowden for about 15 years during which time, I have seen water from the South Umpqua river flowing in Gaddis Park area several times. I feel that the proposed dumping of rock in Site 10 would very much increase the chance of flooding on our side of the river and I am strongly against the proposal.

Sincerely.

Keith O. Van Kreveler

Keith O. Van Kreveler
213 W. Bowden
Roseburg, Oregon 97470

Citizens for State Planning
2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

December 30, 1974

Mr. Fred Klaboe
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We are pleased to have the opportunity to review and present our comments on the Draft Environmental Impact Statement for the Garden Valley-Gairgrounds Interchange of the Pacific Highway in Roseburg, Oregon, and wish to offer the following:

In order to bring the Garden Valley-Fairgrounds Intersection of I-5 in Roseburg, Oregon up to Oregon's present interstate highway standards, 978,000 cubic yards of material from the flank of Mt. Nebo will be removed. This removal will partially straighten a curve on Interstate 5. Between 220,000 and 307,000 cubic yards of material will be utilized on the project site leaving 758,000 to 671,000 cubic yards of material to be hauled to dump sites in the Roseburg area. This Supplemental DEIS is mainly concerned with the impact of removal and transportation upon the present and future of the Roseburg area.

A rough DEIS of the dump sites and haul routes was compiled and distributed in July, 1974. This document was criticized for not outlining mitigation procedures to lessen the impact of each haul route and for not discussing future land-use impacts. This criticism has only partially been satisfied in the present document. Where noise may be a problem, it is merely stated that such noise may be mitigated. An exception is the mention of the use of a berm to solve a noise problem on page 57. Similarly, future land-use impacts has been sketchily described on page 54. An in depth discussion of future landuse plans for the area (if extant) and the possible impact of the fillsites on these should be included in the Final EIS.

In addition several comprehensive monitoring schemes should also be included. These would be:

1. A plan to monitor noise and traffic problems during the six month hauling period;

2. If site one is selected a procedure for monitoring effect on fish communities both during and after project completion.

3. If site seven is selected and fill is deposited along the South Umpqua Riverbank, a procedure for monitoring its effect on stream characteristics.

4. If site four is selected a procedure to monitor the goat herd after project completion.

The dangers associated with utilization of site one appear formidable. Dangers to both a spawning ground and floodplain exist. Comments of the Oregon State Fisheries Commission regarding possible dangers to the Chinook Salmon spawning bar should be incorporated in the Final EIS. This site should not be selected.

Site seven in conjunction with the mandatory sites could utilize all the fill material. However, the utilization of another 400,000 cubic yards of fill material along the South Umpqua river bank entails certain dangers to the River. It would be of interest to discuss these dangers in the Final EIS as opposed to the advantages of restricting all the fill to sites 5, 6, 7 and 11. Minimizing the number of sites should limit the impact on future Roseburg growth.

Utilization of site 8 presents a series of complex hazards. The resident goat population would be disturbed during the course of the project and perhaps permanently. One cannot be certain if fencing of the goat herd would provide sufficient habitat. Comments of the Oregon Wildlife Commission regarding the goat problem should be incorporated in the Final EIS. The terrain is steep and erosion as well as drainage problems may develop. Construction of a haul road would disrupt existing game habitat and provide a visual scar to the City of Roseburg. Homesite development would be stimulated, but there is no discussion of possible increased demand for public services. OEC feels that this site should not be selected.

Site 14 is the largest of the proposed sites being approximately 800 acres. The stated future use of the site is home development. If the placement of fill spurs rapid home development a substantial load could be placed on the utilities, schools, roads, and other public facilities. There is no discussion of possible increased demand for these services.

Page 11 raises the possibility that future additional sites could be selected by the Highway Department after circulation of the Final EIS. In addition, sites 3 and 14 have no stated future use. All sites to be considered along with a stated future use for each site, should be included in the Final EIS.

The possible impact on the future growth patterns of Roseburg is only superficially treated in this DEIS. Emphasis is placed mainly on short term problems such as noise and traffic disturbance during the haulting period. Total site acreage under consideration exceeds 230 acres with site 14 contributing 800 additional acres. If fill is dispersed over a sufficient number of sites a substantial impact on the future growth of Roseburg could be generated. If the appropriate Roseburg agencies have long range growth plans for the area, these should be mentioned in the Final EIS along with the effect upon them of site utilization. There is no discussion of the increased demand for public services which may accrue from this project.

CONCLUSIONS: Sites 1 and 8 should not be used. Dangers to renewable resources (fish, game and habitat) in these sites far outweigh short term project gains. It cannot be overly emphasize that renewable resouces should not be endangered, even if the risk appears slight, when other avenues to proceed still exist.

The Final EIS should contain more discussion of site utilization upon the growth of the Roseburg area. It would be desirable to discuss the tradeoffs involved in minimizing the impact on Roseburg's future growth by utilizing a few fill sites versus the possible increased noise and traffic problems concommitant with using a few haul routes in the Final EIS.

Sincerely,

Maggie Collins

Maggie Collins
Chairwoman

MC:jan

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon

This letter is in regard to the Draft Supplemental to the Environmental Impact Statement on the Garden Valley Road-Fairgrounds Interchange on Highway I-5.

I am a property owner on the South Umpqua River opposite the fairgounds. When the Fairgrounds first requested the fill, it was for 90,000 cubic yards. Naturally, this is my first concern, because this amount has increased to 290,000 cubic yards. It was also stated recently, by a gentleman itertviewed on KPIC television Thursday, November 21, that this amount may increase to 4000,000 cubic yards. I am a property owner, and my greatest loss of property occurs during flood years, such as 1964 and 1974. During normal years my loss is minimal. However, the amount of fill mentioned above combined with the location of the fill and the type of soil on the south side of the river will so change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statement also states that this Fairgrounds fill site is being considered for a hot plant and crusher. The amount of noise that is being created from the trucks and cats working on the fill is already disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will create will be another concern.

Site Number14, the Morgan Site, would be more desirable as it is removed from any residential area, and also being in the hills would not affect the river levels or change the channel of the river. Also, if a hot plant were added, it would not be seen or heard from the freeway or any residences.

I hereby submit this letter to you for consideration. As I am very concerned about future loss and damage to my property, I am investigating areas of action to protect my property. May I please hear from you at your earliest convenience.

Yours truly,

Jacqueline Davidson

Jacqueline Davidson
400 Tipton Road
Roseburg, Oregon 97470

490 Tipton Road
Roseburg, Oregon
January 8, 1975

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

This letter is in regard to the Draft Supplemental to the Environmental Impact Statement on the Garden Valley-Fairgrounds Interchange on Pacific Highway Interstate-5.

We are property owners on the South Umpqua River Slightly south of the fairgrounds. Our main concern is the location and amount of fill. When the Fair Board first requested the fill, it was to be for 90,000 cubic yards. This amount has recently increased to 290,000 cubic yards. Also it has been brought to our attentio that this amount may reach as much as 400,000 cubic yards. WE have lived on this property since 1956, and our greatest property damage occured during the flood years of 1964 and early in 1974. However, we fear that this large amount of fill and the type of soil on the south side of the river will so change the normal channel of the river to cause us and other property owners on Tipton Road more damage than we had in the past.

The Environmental Impact Statement also states that this fill site is also being considered for a hot plant and rock crusher. The noise created by the trucks and cats working is already disturbing. If these plants are put there, we are very concerned about the added noise and the pollution of the air in our vincinity as all this noise carries up river.

Surely when this project was first taken under consideration, there must have been a more desirable site in the minds of the engineers. We do understand the difficulties encountered by you in projects of this size, but we ~~also~~ feel that there must be a better solution for the problem.

Yours truly,
Clifford E. Raade
Clifford E. Raade,
Roberta L. Raade
Roberta L. Raade

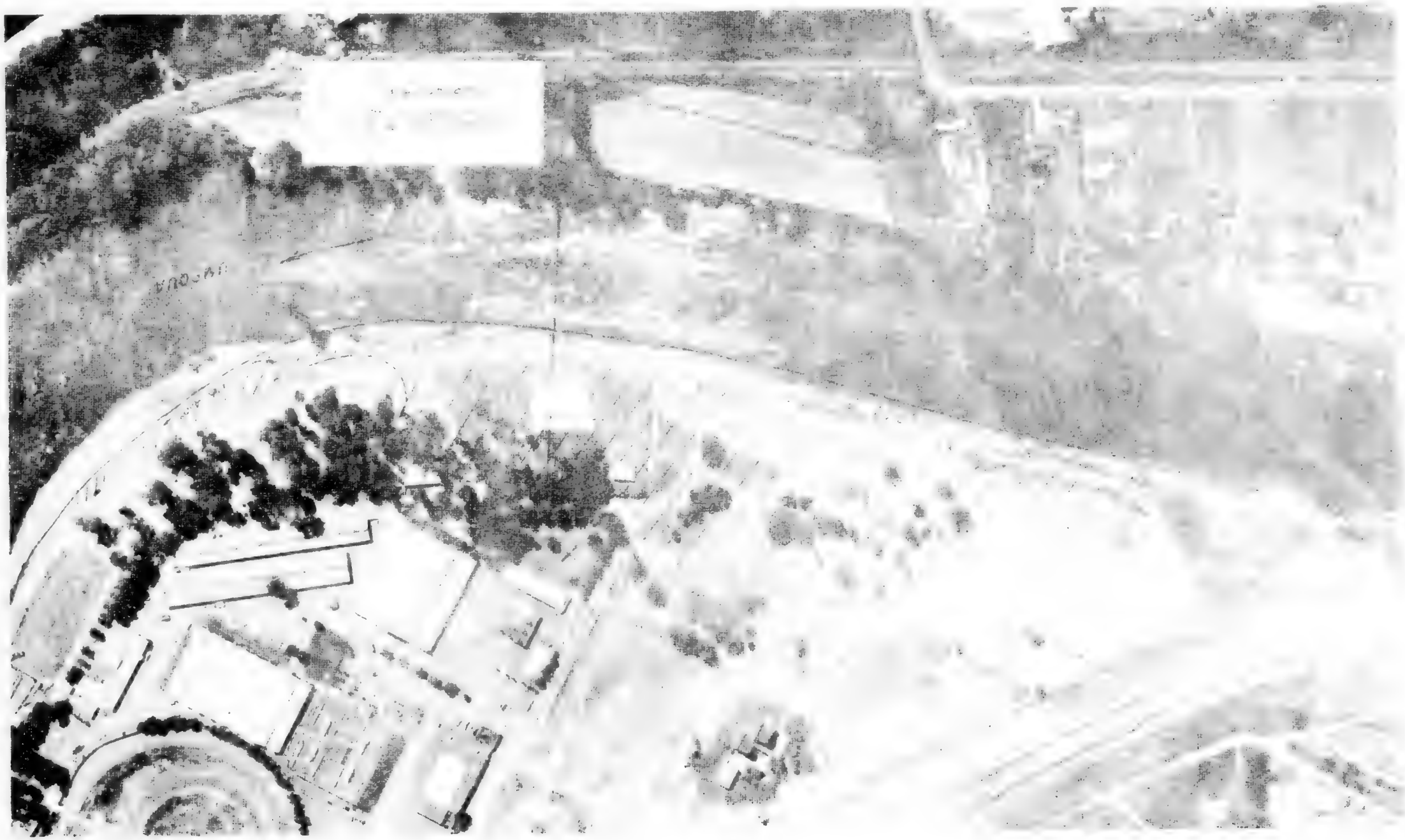
500 Tipton Road
Roseburg, Ore.
Dec. 20,1974

Dear Sir,
This letter is in regards to the fill work being done at the south end of the Fairgrounds.
I am a property owner on the South Empqua River opposite the fill site and south a short ways.
In 1964 and last year the water was very high and swift in my back yard. It took several large trees out and left about an acre of nothing back there. The bank was high enough to keep the water out of my home but with the present work at the south Fairground fill and the consistency of it,(large rock etc.) I am in great fear of what will happen if the river gets high this year or in years to come.
The bank on our side of the river is mostly top soil and sand. As the water rises which it will, which will it take-- our homes or the fairground bank. In years passed as it rose it flowed over the bank at the fairground, easing the situation on our side. As it stands now, with the high fill of rock, there will be no easing on our side and our homes will pay the price of an enlarged fairgrounds. The fill work has brought the bank up nearly 20 feet and out into the river some yards. Still they continue to move up the river filling highter daily.
Is there any way we can stop them -- or fill on our side to protect ourselves in hopes of maintaining our land in the event of future floods. Inclosed are three portions of the Draft Supplemental Environmental Impact Statement that verifys my statements.
In the Draft Supplemental, It states that the area is away from homes,are the people on Tipton Road not to be counted? What would a Hot plant do to us just across the river. A river that grows narrower daily.
I submit this letter to you for your consideration.

Yours Truly

Ray Garriott
Marie L Garriott

Mike Satron



8003

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 18, 1975

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Disposal of Excess Excavation Materials
Garden Valley Rd.-Fairgrounds Sec.
Pacific Highway I-5
Contract No. 8003

The attached memo from Mr. C. T. Keasey reported on the January 16, 1975, meeting between FHWA representatives and Highway officials concerning the above excess material.

The following happenings have occurred since that meeting.

1. Approval was granted for the crusher and hot plant set-up sites at the Douglas County Fairgrounds. The crusher has been set up.

2. Plans are still being made to stockpile approximately 100,000 cubic yards of material near the Shady Interchange for future use on highway projects. Contact has been made with Douglas County for permission to do this. A hearing is scheduled for February 27, 1975, on this proposal. If this proposal gains approval, Region will apply to D.E.Q. for appropriate permits. Region is now preparing an application for a surface mining permit from the Department of Geology and Mineral Industries. The application will request "Total Exemption" and should be no problem in getting.

At this point everything is go for the planned proposals to use the excess material. Final details depend on the February 27 hearing and subsequent permits. Further progress will be reported as the significant events occur.

DLT:jh
cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
Victor D. Wolfe
Bud Shirley

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8003

Salem, Oregon
January 20, 1975

FROM: C. T. Keasey
Construction Engineer

TO: MEMO TO THE FILES

SUBJECT: Disposal of Excess
Excavation Materials
Garden Valley Rd.-Fairgrounds Sect.
Pacific Highway, I-5
Contract No. 8003

A meeting of the involved people from the State Highway Division and FHWA was held in the small conference room of the State Highway Building in Salem on Thursday, January 16, 1975, to review the status of the disposal of excess excavation material from the Garden Valley Rd.-Fairgrounds Interchange Section of I-5 in Roseburg.

Those present from Highway were.

Fred Klaboe	State Hwy. Administrator & Engineer
H. S. Coulter	Assistant State Hwy. Engineer
Carroll Keasey	Construction Engineer
Alfred Shirley, Jr.	Region Engineer
J. X. Wilson	Region Construction Engineer
A. W. Bates	Resident Engineer
Gary Potter	Environmental Director
Jeff Zinn	Project Manager (E.I.S.)
Dick Lenz	Hydraulics Engineer
John Leahy	Assistant Attorney General

NOTED
E. S. HUNTER
1-23-75
cc Vesley
coordinate stockpile of matl. for future projects.
Ed H

Present representing FHWA were:

Glenn Hossner	District Engineer
Tom Lowe	Area Engineer
Jim Zotter	FHWA Legal Counsel

John Leahy reported that the trial date in the case of Jackson vs. Brinegar, et al, had been set now for February 15, and that he and Jim Zotter, FHWA Counsel, expected that the case would be dismissed on a showing that the Gaddis Park disposal site would not be used by the contractor.

Bud Shirley and Al Bates reported on the current status of disposal of material, indicating that up to last week the contractor had been given permission to dispose of 290,000 cu. yds. of excavated material at the enlarged Fairgrounds disposal site, and that when he was approaching this quantity last week, permission was granted to proceed with an additional 120,000 cu. yds.

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Dick Lenz reported on his investigation of the effect of three embankment proposals at the Fairgrounds, all of which encroach into the flood plain of the South Umpqua River. His investigation indicates that none of the proposals for embankment would have a serious effect. The maximum effect would be upstream from the embankment area, with a raise of the water surface from a 100 year flood (1964 type) of 0.8 feet. This would not flood any houses other than one constructed since 1964 with the basement floor some 2 feet below the maximum high water level in 1964.

There has been some bank erosion opposite the Fairgrounds site from previous floods, and as a "white-hat" gesture the Region will attempt to do some minor riprap work in those eroded areas to protect them, although the addition of fill material on the Fairgrounds side is not expected to cause any additional problems in these areas. This work would depend on obtaining satisfactory releases from the affected property owners.

The total embankment quantity to be disposed of on this project is approximately 1,170,000 cu. yds. Of this quantity, 233,000 cu. yds. is needed for roadbed embankment, 37,000 cu. yds. has been disposed of in miscellaneous small sites, and 40,000 cu. yds. is to be placed in the mandatory Mercy Hospital site, leaving a balance of 860,000 cu. yds.

The contractor has hauled approximately 290,000 cu. yds. to the expanded Fairgrounds site and has been given permission to increase the quantity in this site by 120,000 cu. yds., for a total of 410,000 cu. yds.

As the excavation has progressed further down and into the Mt. Nebo cut, considerably more good quality rock has been encountered than was anticipated.

The contractor has presented three proposals for use and disposal of the remaining material, all of which include the crushing of 100,000 cu. yds. for surfacing aggregates for this project and disposal of 93,000 cu. yds. in the Hutchins Oak Street site. (See attached summary from Bud Shirley) These proposals all assume that a permit will be issued by Douglas County for use of the Fairgrounds site for the crusher and hot plant set-up sites, and a hearing on this matter is scheduled for January 23.

The contractor has also negotiated to produce 150,000 cu. yds. of aggregates for a commercial contractor in Roseburg, and is negotiating with P.K.S., contractor on the Winston-Shady project, to produce 30,000 cu. yds. of aggregates. Permission for both of these proposals has been or will be granted. This eliminates contractor's alternate proposal No. 2 which would have placed 667,000 cu. yds. in the Fairgrounds site.

Contractor's alternate No. 1 proposes, in addition to the aggregate production mentioned above, that 100,000 cu. yds. of aggregates be crushed for future use by the State on the Fairgrounds-Shady Interchange and Shady Interchange-Dillard Interchange Sections to the south. This material could be stockpiled on a State-owned site east of the freeway and south of Speedway Road, south of Shady Interchange.

This proposal would meet with approval of the FHWA, but would be non-participating until such time as contracts were let requiring the use of this material on the above projects. These projects are not currently on our 6 year construction program and it would be necessary to advance them on the program. It would also be necessary to obtain necessary permits (Dept. of Geol. & Min. Ind.-D.E.Q.) for stockpile and plant set-ups on this site.

It was decided to tentatively approve contractor's alternate No. 3 with the additional approval for the contractor to sell 30,000 cu. yds. to P.K.S. if that deal can be consummated, and to pursue the possibility of advancing the Fairgrounds-Shady and Shady-Dillard Jct. projects on the program. The Region is also to determine if permits could be obtained for the stockpile and plant set-up. If these hurdles can be crossed, the stockpiling of 100,000 cu. yds. of either crushed or uncrushed material can be negotiated with the contractor. If this can be done, we would then be back to contractor's alternate No. 1 which would place 387,000 cu. yds. of waste material in the Fairgrounds site.

The above considerations will be covered in the draft E.I.S. supplement. Gary Potter reported that with this small addition, the draft supplement should be ready for publication January 27.

CTK:fr

Att.

cc: Fred Klaboe (w/att.)
H. S. Coulter "
E. S. Hunter "
Alfred Shirley, Jr. "
A. W. Bates "
Gary Potter "
Dick Lenz "
John Leahy "

Glenn Hossner "
Jim Zotter "

Waste Disposal. Mt. Nebo

Brief summary of potential sites

#1. Sun Studs -
loss of spawning beds
change stream flows + velocities

#2 Shaner Site
now withdrawn by owner

#3 Loosley Site
disruption to trout in stream

#4 Loosley - Allenby
loss of wildlife habitat

#5 #6 Mandatory Fairgrounds sites

#7 Enlarged Fairgrounds site

#8 Hutchins Mt. Nebo
loss of wild life habitat
~~"Dam"~~ No way to hide fill

#9 Hutchins Oak St
loss of wild life habitat - minor
zoned travel - commercial

#10 Gaddis Park, Spencer Option
local opposition - legal cloud

#11 Mercy Hospital
Mandatory

#12 Catholic Church
City Attorney - Violation of Ordinance

#13 Brown Site
Vase or Church

#14 Morgan
Unknowns - long haul

Exc		1,050,000 c.y.
+Swell		120,000
Resulting Emb.		1,170,000 c.y.
Rdbed Emb	233,000 c.y.	
Misc.	36 740	
Mercy Hosp.	40,000	
sub	3.	— 309,740
To be disposed of		860,260 c.y.

Contractor has made 3 proposals, all of which assume that a permit will be issued by the County to use the Fairgrounds for crusher & hot plant site. (Jan 23rd)

Alternate No. 1.

Crushing -

100,000 c.y.	(this cont.)
150,000 c.y.	(commercial - dedl made)
30,000 c.y.	(P-K - dedl not made)
100,000 c.y.	(OSHD Future work stockpiled)
380,000 c.y.	

Hutchins Oak St.	93,000 c.y.
Fairgrounds	387,260

Alternate No. 2: (Less Alt. #3)

Crushing	100,000	(this contr.)
Hutchins Oak st.	93,000	
Fairgrounds	667,260	

Alternate #3: (Less Alt. #2)

Crushing	250,000	(contr. & comm.)
Hutchins Oak St.	93,000	
Fairgrounds	517,260	
→ less P.K.S.	30,000	(if deal can be made)
	487,260	

To date we have given the contract permission to waste 290,000 c.y at the Fairgrounds & this has been done thusly ——

Last week we started to approach the 290,000 figure & the contractor request a go ahead. After discussion with M Zunde-Leahy not available - we gave a go ahead for approximately 120,000 cy additional thusly ——

Briefly discuss alternates -

#1 - Time to crush - @ 3,000 c.y/day = 128 days
= 26 wks = 6 months

Stockpile at Winston, haul cost & money tied up

#2 - Some erosion in right bank

Alternate #3: (Land #3)

Crushing	250,000 (cont. & comm.)
Hutchins Oak St.	93,000
Fairgrounds	517,260
→ less P.K.S.	30,000 (if deal can be made)
	487,260

To date we have given the contract permission to waste 290,000 c.y at the Fairgrounds & this has been done thusly ——

Last week we started to approach the 290,000 figure & the contractor request a go ahead. After discussion with M Zuhe- Lesky not available - we gave a go ahead for approximately 120,000 cy additional thusly —

Briefly discuss alternates -

#1 - Time to crush - @ 3,000 c.y/day = 128 days
= 26 wks = 6 months

Stockpile at Winston, haul cost & money tied up

#2 - Some erosion in right bank max rise in high water

#3.

#3 - little or no additional erosion on Rt bank.

Recommend alternate No. 3 be used & that we put on the "white hat" (assuming attorney's feel not affecting our liability) & that "hold harmless" letter received from Douglas County.

31

VOL. 48 PAGE 531

FILED

JAN 15 1975

DORIS L. WADSWORTH, Co. Clk.

DEPUTY CLERK

IN THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, OREGON

In the Matter of Agreement between Douglas County and the Transportation Department, State of Oregon, covering the fill dirt being placed at the Fairgrounds from the Garden Valley Road-Fairgrounds Interchange-Interstate 5 Project

ORDER

This matter coming on for hearing before the Board of County Commissioners upon presentation of fully executed Indemnity Agreement between the Transportation Department, State of Oregon, and the County of Douglas, dated December 26, 1974; and

It appearing to said Board that it is in the public interest that said Agreement be accepted;

NOW, THEREFORE, IT IS HEREBY ORDERED that the hereinabove described agreement, a copy which is attached hereto, be and it is HEREBY ACCEPTED and the County Clerk is hereby authorized and directed to record said Agreement in the County Court Journal and to place it on file in her office.

Dated this 15th day of January, 1975.

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

L. W. Michaels, Chairman

John T. Truett, Commissioner

Ray E. Doerner, Commissioner

INDEMNITY AGREEMENT

48 [illegible]832

THIS AGREEMENT is made between Douglas County, Oregon, through the Douglas County Commissioners, Douglas County Courthouse, Roseburg, Oregon, hereinafter referred to as the "Indemnitor", and the State of Oregon, by and through the Oregon Department of Transportation, Oregon State Highway Division, Oregon State Highway Building, Salem, Oregon, hereinafter referred to as the "Indemnitee".

The Indemnitee has agreed to cause to be placed certain fill material on the premises of the Douglas County Fairgrounds for the purpose of improving the use and enjoyment of that fairgrounds site by the Indemnitor. The fill material is from the construction project presently under way in which Spencer and Sons, Inc. is the contractor and is referred to as the Garden Valley Road-Fairgrounds Interchange-Interstate 5 Project.

In consideration of placing such fill material on the fairgrounds site the Indemnitor undertakes to indemnify the Indemnitee from any and all liability, loss or damage Indemnitee may suffer as a result of claims, demands, costs, legal and investigative fees, or any other damage or judgments arising against it from the damage to the right bank of the South Umpqua River which may arise out of and be proximately caused by the fill proposed on the fairgrounds site. The indemnity under this agreement shall commence on date of execution by Douglas County and shall continue in full force until July 1, 1978.

Indemnitee agrees to notify Indemnitor in writing within thirty (30) days by mail at the Indemnitor's address as stated in this agreement of claim made against Indemnitee under the obligation indemnified against.

IN WITNESS WHEREOF the parties have executed this agreement on the date below written.

Ray E Dan — 12-26-74
Douglas County Commissioner (Date)

Ray E Dan — 12-26-74
Douglas County Commissioner (Date)

Lee Vogel
Douglas County Commissioner (Date)

F B Klaboe — 1-7-75
F. B. Klaboe (Date)
Oregon State Highway Engineer

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

RECEIVED
STATE HWY ENGR
JAN 13'75
REFER TO
AG
FOR
Info | Inves | R/D | D/R | Sign | Art

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 10, 1975

TEL
L. L. JOHNSON

The Honorable James M. Burns
District Judge
U. S. Courthouse
Portland, Oregon 97205

Re: Jackson vs. Brinegar
Civil No. 74-457

Dear Judge Burns:

The Oregon State Highway Division has given its permission to the general contractor on the Garden Valley - Fairgrounds Interchange project in Roseburg, Oregon, to dispose of an additional 120,000 cubic yards of material from Mt. Nebo on the Douglas County Fairgrounds. None of the material will be placed in the flood plain.

Sincerely,

John Leahy
Chief Trial Counsel

JL:ljh

cc: Charles J. Merten
Daniel J. Seifer
Jack G. Collins
James Zotter
Fred Klaboe
Al Shirley
Walter L. Barrie

#8013

MANDATORY DISPOSAL SITES

GARDEN VALLEY ROAD - FAIRGROUNDS INTERCHANGE

PACIFIC HIGHWAY

DOUGLAS COUNTY

ADDENDUM NO. 2

The purpose of this report is to set forth the effects on the river environment of three alternate fill proposals for Area 2 at the Douglas County Fairgrounds. Alternate 1 and 3 were proposed by Mr. Allenby, Douglas County Fair Manager. Alternate 2 was proposed by the Hydraulics Unit, OSHD.

After an on-site meeting October 2, 1974, between Oregon Wildlife Commission personnel, a Division of State Lands representative, and the Manager from the Fairgrounds, a general riverward limit for the toe of the proposed fill was agreed to. The Fair Manager suggested a fill pattern on the floodplain (Alternate No. 1) to the Region Office of the Oregon State Highway Division. Another plan, Alternate No. 2, was suggested by the Hydraulics Unit of OSHD to minimize the effects of the fill on the current pattern of the river at flood stage. Another meeting was held on December 17 between Mr. Allenby, Mr. Otis Jordan, Contractor's Superintendent, and Mr. Al Bates, Construction Resident Engineer for the Highway Division, at which a third plan, Alternate No. 3, was suggested for the waste disposal in Area No. 2.

During the December 1964 flood, the floodplain, where the disposal site is situated, was flooded to an elevation of 458 ft. (±), at a depth of about 18 feet over the natural terrain (approximately 440 ft. elevation). The higher velocity river currents shifted toward the left bank across this floodplain, which appeared to relieve, to a certain extent, erosive effects along the right bank in the immediate area.

See Figure #1 for sketches of the following alternates at River Station 690+30.

Alternate No. 1

The first plan proposed by Mr. Allenby involved filling to an elevation of 449 to 452 ft. at the top of the 2:1 slope extending up from the river. From the top of the slope the fill would continue upwards on a 0.04 ft/ft slope away from the river to a slope catch on natural ground. At the lower (or downriver) end of the site two amphitheaters would be left open within the fill area (see Mosaic #1). A 100-year frequency highwater would still inundate the disposal site but to a lesser depth of 7-10 feet. The primary

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effect from the fill would be a shifting in the river current, back toward the main channel which might cause additional erosion along the right bank across and just downstream from the fill area.

Alternate No. 2

This proposal was suggested by the Hydraulics Unit of the Oregon State Highway Division and was based on aerial oblique photographs taken during the January 1974 flood which showed that the current appeared to leave the main channel about halfway through the disposal site and travel over the floodplain to the lower end of the site. The proposed fill pattern involves a lower-elevation bench through this particular area with the upper bench pulled away from the river channel, so as to allow the river currents to remain in about the same pattern as before (see Mosaic #1). As a result, there would be little or no additional erosion along the opposite river bank. There would not be any amphitheaters as requested by Mr. Allenby.

Alternate No. 3 (Mosaic No. 2)

This is the latest proposal made by Mr. Allenby and Mr. Jordan to Mr. Bates during their meeting on December 17, and involves confining the river to the main channel throughout the length of the fill area. An amphitheater, which would be open to the river on its downstream end, would be constructed at the lower end of the site. The high velocity current pattern would be confined within channel limits and could possible result in erosion along the right bank across and just downstream from the site.

Flood Profiles

A request was made of the U.S. Geological Survey, Water Resources Office in Portland, for a computer analysis to establish a difference in water surface profiles between the natural condition and each alternate for the 100-year and 10-year frequency floods. River cross-sections taken by Highway Division survey crews together with templates for each of the three alternates were furnished to the Geological Survey office for the computer run. The results indicate the difference in water elevations to be expected relative to a natural condition at the site. The greatest effect indicated by the profiles would be found at a narrow reach of the river, Station 712+85, about 700 feet upstream from the site --- an increase in stage of 0.5 foot for Alternates No. 1 and 2, and 0.8 foot for Alternate No. 3 (see Figure 3). The cross-section of the river at the narrow reach has been superimposed on the Alternate 3 template, Figure 1, at Station 690+30 and on the Alternate 3 template, Figure 2, Station 702+50; the narrow reach of river has a cross-sectional area of approximately 20% less than that of Alternate No. 3. The stage increase upstream and downstream from this point is less, generally 0.2 to 0.4 foot.

During the December 1964 flood many of the homes along the right bank within this reach of the river had water up to their foundations and even under the floors in some instances. Information presently available indicates that water did not reach the main floors of any of the houses. The Grant Phillips' home at 300 Tipton Road was constructed after the 1964 flood; it has a daylight basement which has a double garage, a bedroom, an office, etc., with wall-to-wall carpeting - all with floors below the elevation of the 1964 flood (approximately 1-1/2 to 2 feet).

Summary

Observations by Mr. Al Bates during recent highwater indicate that presently, when the river is confined between the two banks without reaching the floodplain, the current pattern is still against the left (or fill) bank and water along the right bank at the curve in the river near the lower end of the disposal site is almost still or is eddying back upstream. This leads to the assumption that there would be very little effect along the right bank from confining the river as proposed in Alternate No. 3.

Based on the computer analysis from the U.S. Geological Survey, the increase in river stage for a 100-year frequency flood regardless of which alternate is implemented would not inundate the floors of the homes in question along the right bank across and upstream from the disposal site -- with the exception of the basement of the Phillips' home. Cross-sections taken near five of the homes indicate that some of the homes may be surrounded by water - more so than during the December 1964 highwater. The floodwaters around the homes is not fast-moving water, but rather, relatively still, ponding water.

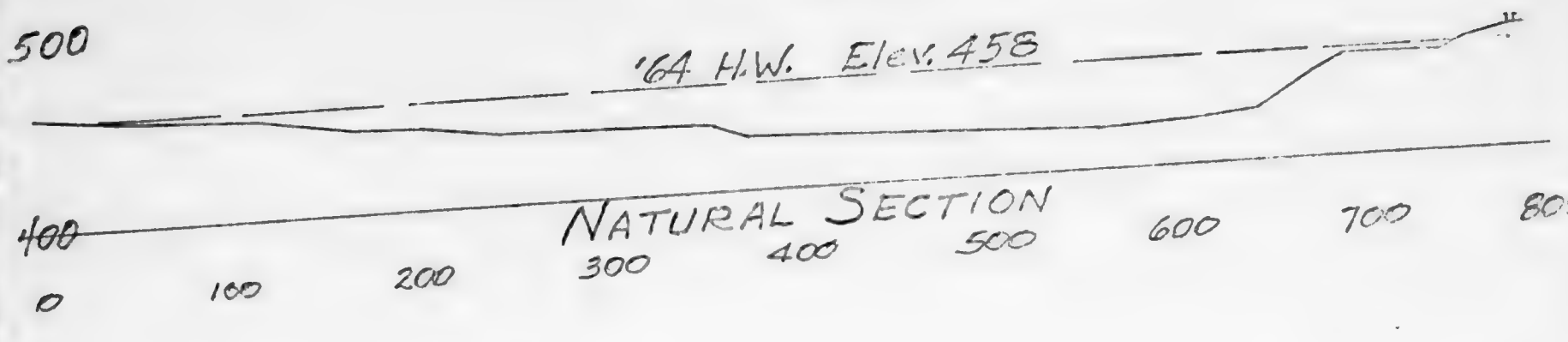
Richard Lenz
Hydraulics Engineer

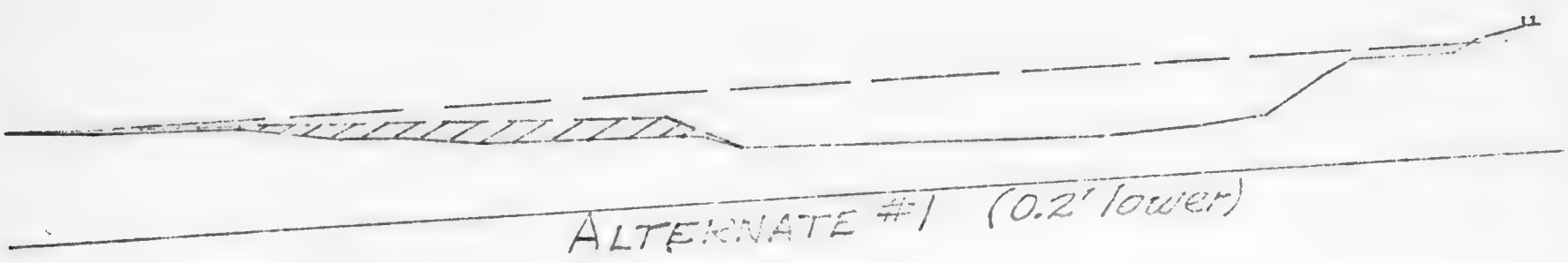
January 8, 1975

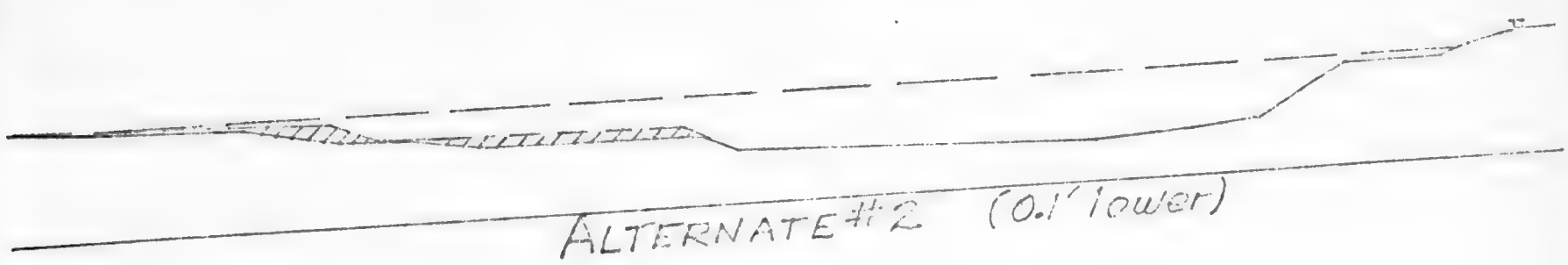
RLL:jk
Attach.

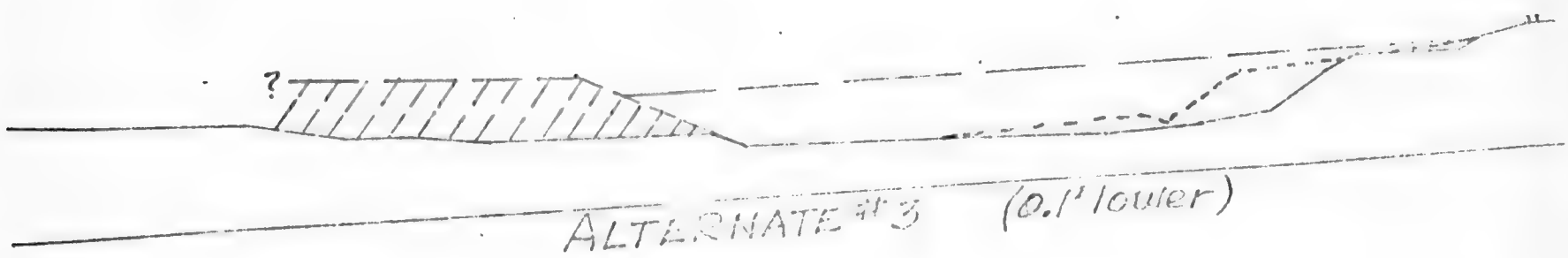
cc: E. S. Hunter
V. D. Wolfe
Alfred Shirley, Jr.
Gary Potter
C. T. Keasey
J. H. Versteeg
Al Bates

STATION 690+30
(Approx. 700' d.s. of Mason home-
221 Tipton Rd)







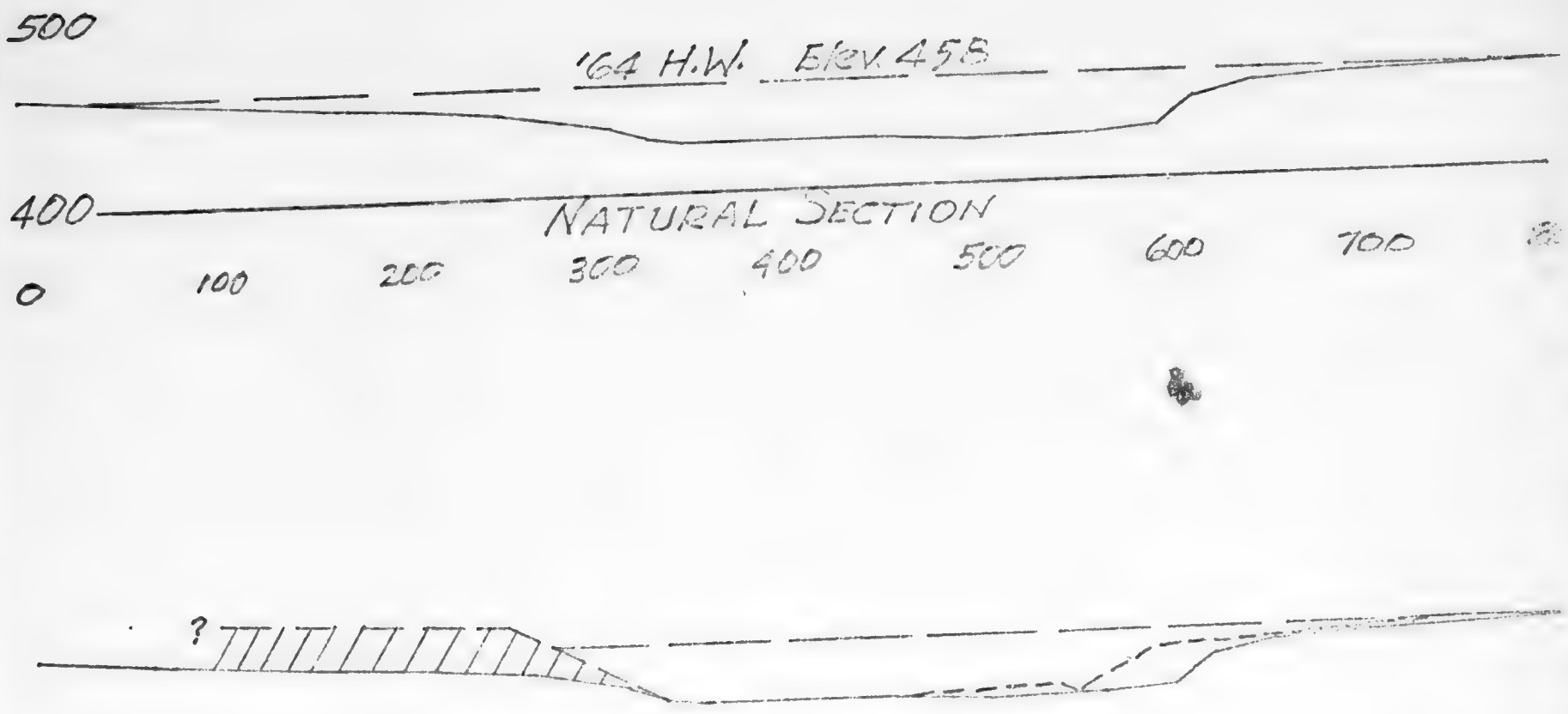


Scale: 1" = 100' Horiz & Vert

FIGURE 1

STATION 702+50

(Approx. 100' u.s. of Smothers' home–
240 Tipton Rd.)



Alternate #3 (0.5' higher)

(Alternates 1 & 2 – 0.2' higher)

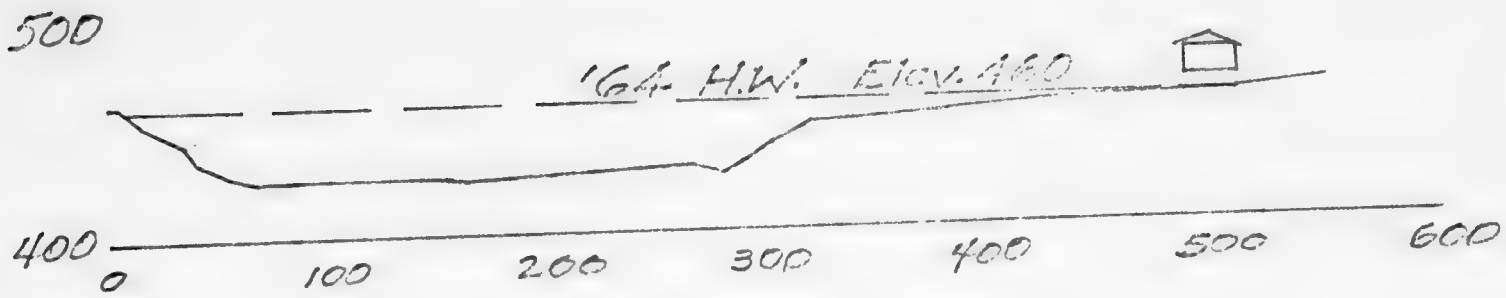
Scale: 1" = 100' Hor. & Ver.

Exhibit 2

STATION 712+85

(Approx. 150' d.s. of Garriott home –
500 Tipton Rd.)

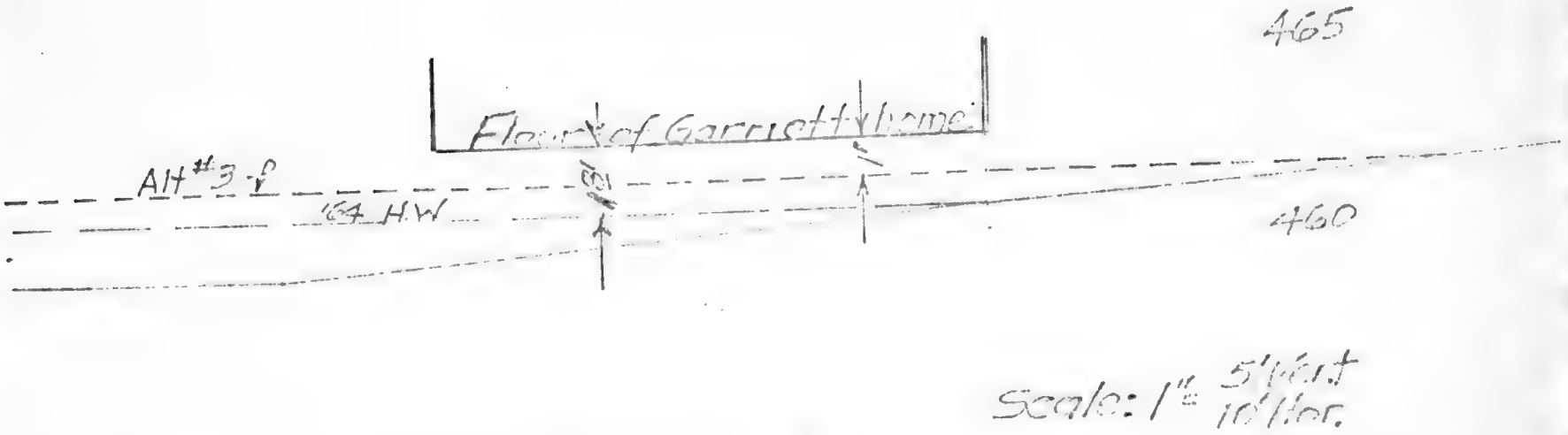
Narrowest Section of River



Scale: 1" = 100' Hor.
Vert.

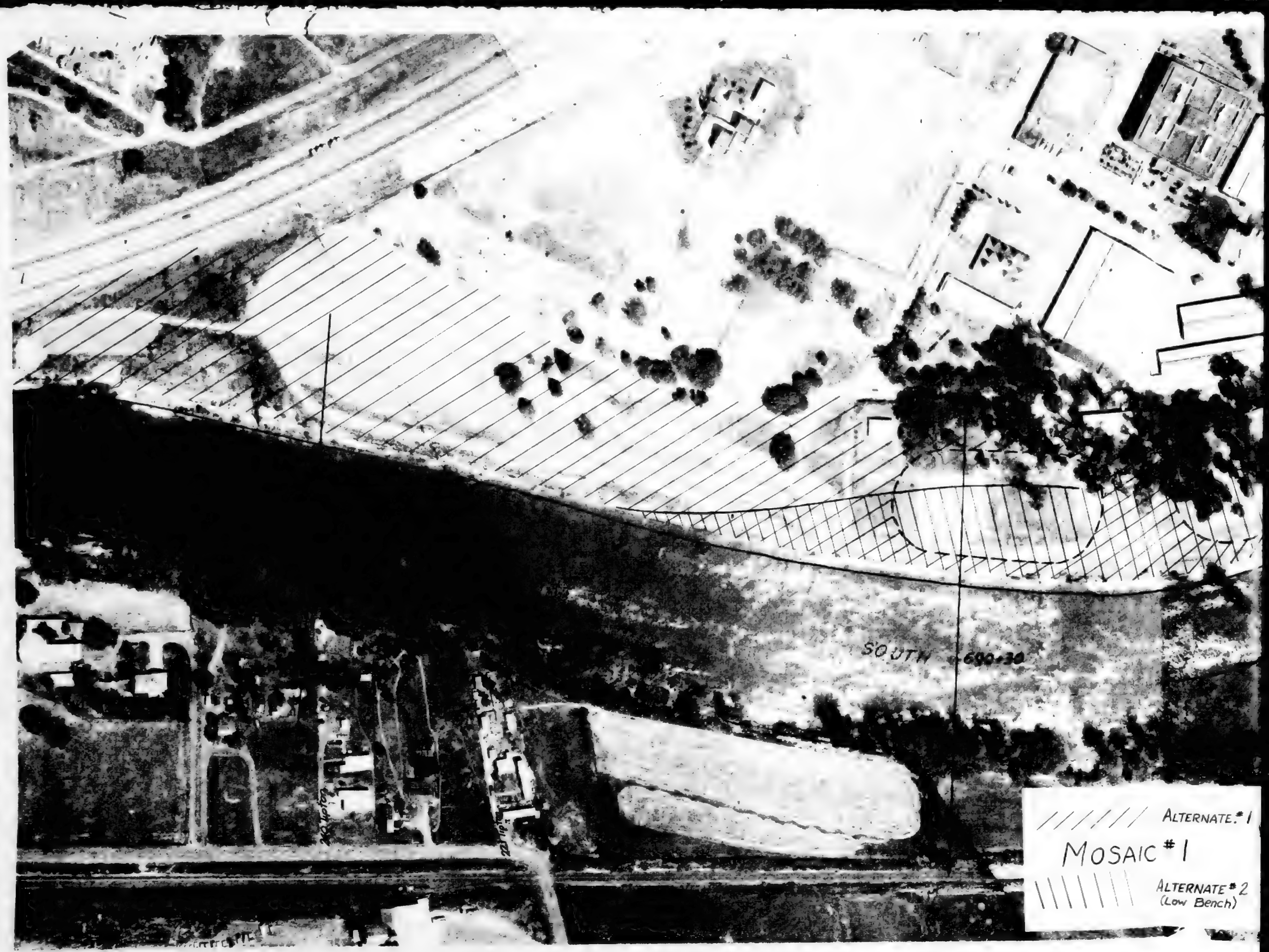
ALTERATE #1 – 0.5' higher
" #2 – 0.5' higher
" #3 – 0.8' higher

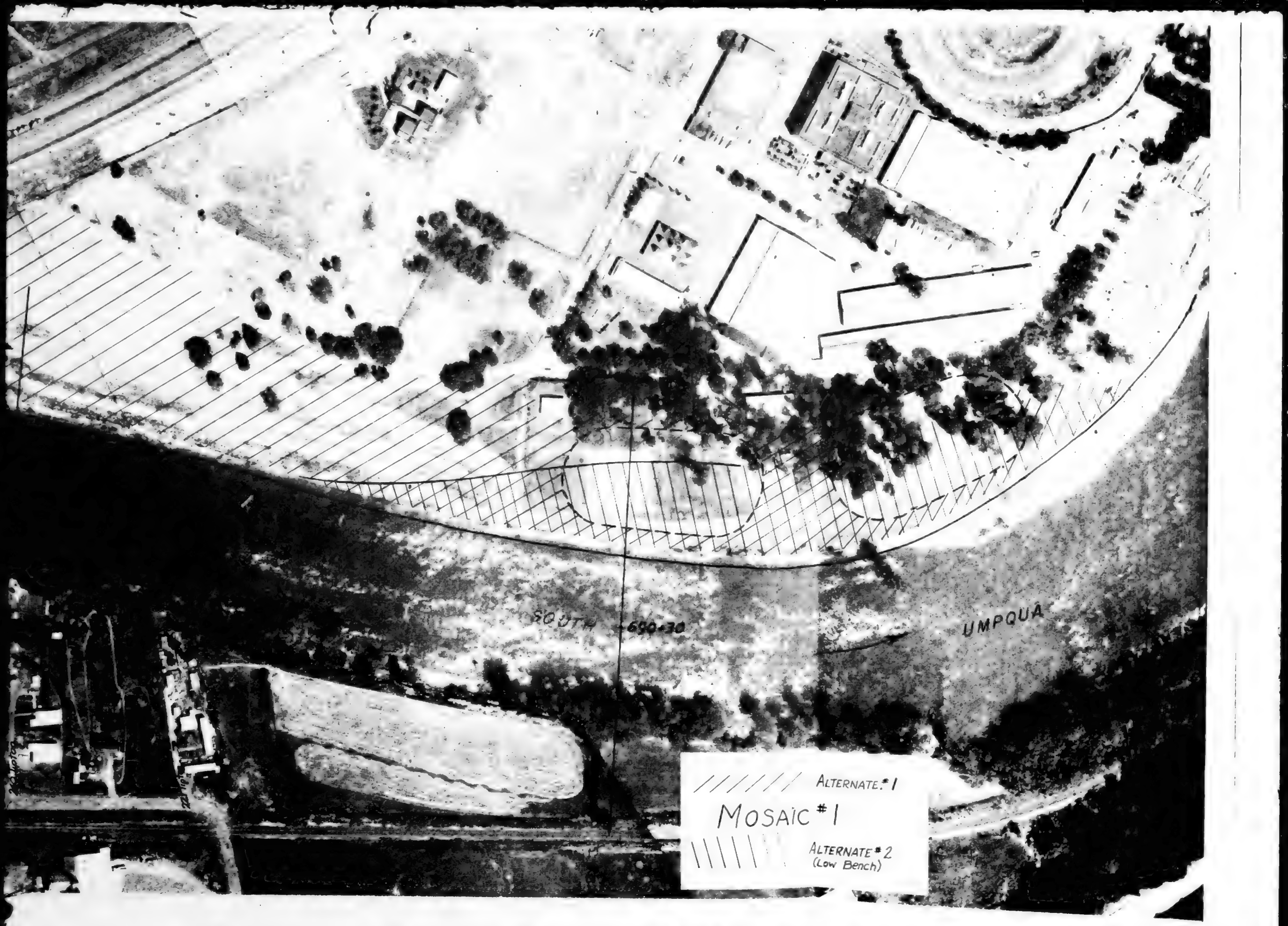
Area of waterway is 20% less than
Alternate #3 @ Sta. 690+30



Scale: 1" = 5' Vert.
10' Hor.

FIGURE 3


SOUTH 690+30
ALTERNATE #1
MOSAIC #1
ALTERNATE #2
(Low Bench)


SOUTH
650+30
UMPQUA
ALTERNATE #1
MOSAIC #1
ALTERNATE #2
(Low Bench)

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR GOVERNOR-ELECT STRAUB'S CONSIDERATION

1/3/75

Ms. Agnes E. Allen
526 W. Bellows Street
Roseburg, OR 97470

Dear Ms. Allen:

Upon receiving your December 16 letter which contained copies of petitions you and other property owners have sent to the Oregon State Highway Division, I requested information from the Highway Division pertaining to the project in Roseburg and have received the following report:

On November 27, 1974, the contractor, George Spencer and Son, was assured by the Oregon State Highway Division that they had no objection to his use of the Douglas County Fairgrounds site. This site was a mandatory disposal site provided for by the contract.

The contract provides that additional disposal sites shall be selected by the contractor and approved by the Highway Division. It is the understanding of the Highway Division that it is the contractor's present intention to dispose of most of the material at the Fairgrounds site, which has the approval of the County Fair Board and the County Commission. Because of the ruling of the United States District Court for the District of Oregon, the Highway Division cannot make a decision regarding any nonmandatory disposal sites until the final Environmental Impact Statement is completed, filed, and approved by the Federal Highway Administration.

(more)

Suggested Reply to
Ms. Agnes E. Allen
1/3/75

The Highway Division has advised me that they are considering all comments concerning disposal sites for this project and that yours will be given full consideration.

I apreciate your concern and willingness to become involved in public matters.

bc George M. Baldwin

bcc A. E. Johnson
H. S. Coulter
C. T. Keasey
Alfred Shirley
AEJ:ja ms

Park Suit Dismissal Appealed By Residents

Six Roseburg residents seeking to prohibit the use of the Gaddis Park area in northwest Roseburg for rock dumping have taken their case to the Oregon Court of Appeals, Salem.

The six citizens are appealing a dismissal order issued by Douglas County Circuit Court Judge Don H. Sanders. They had asked Sanders for a writ of review regarding a tentative agreement between the City of Roseburg and S. D. Spencer and Son, a Vancouver, Wash., contracting company.

Spencer and Son has the contract for the Mt. Nebo-Interstate 5 freeway improvement project in Roseburg. The City Council this summer reached an agreement with Spencer and Son, whereby the company could deposit waste rock from Mt. Nebo on the city-controlled park area. In return, Spencer and Son agreed to make numerous improvements to the park area when the I-5 work was finished.

The plaintiffs argued that the city did not follow proper procedures in entering into the agreement. Sanders ruled, however, that the actions of the city were not subject to a writ of review and dismissed the case.

The plaintiffs-appellants all live near the south bank of the South Umpqua River, across from the proposed park dumping site. They have expressed fear that large deposits of rock at the proposed site could cause flooding on their properties.

Use of the park site is currently pending, awaiting completion of a State Highway Division environmental impact statement on proposed waste sites.

Plaintiffs-appel[illegible]s are Agnes Allen, 526 W[illegible]llows St.; Daphne Riffe, [illegible] Riverside Drive; David Sherry Ingham, 365 W. Birch Court; and Frederick and Margaret Cartan, 746 W. Finlay Ave.

No trial date has been set.

Mr. Alfred Shil[illegible]pr.--Regional Engineer of the Oregon State Highway Division
Mr. Glen Jackson--Chairman of the State Highway Commission-Medford
Oregon State Highway Department--Salem - Mr. Klobe
Division of Land Board--Salem

We the undersigned do object and protest strongly against the use of Site 9 (Spencer Gaddis Park/City property site option) as a storage and filling disposal site; and against the Bellows St. Haul Route.

We are asking the State Highway Division not to use Site 9 and the Bellows St. Haul Route because of the destroying and destructive impact it would have on Human Lives and the surrounding private and public properties thru flooding, gas and air pollution, noise impact, vibration damages to public and personal properties and the complete disruption of family patterns.

We further feel that the Rock Crusher and Asphalt Plant will have an adverse effect on the health and well-being of families and the ecology of the city of Roseburg

Name	Address
Wayne Bowman	765 W. Carey Roseburg, Ore.
Shirley Hageman	771 W. Carey Ave. Roseburg, Ore.
[illegible]	526 W. Edwards St. Roseburg, Ore.

Sample Copy

This was sent in July 1974 to Mr Shirley, Mr Klobee and Mr Jackson with 630 signatures on it

Send to Fred Klobe - Hwy Div. for more info and draft reply

RECEIVED
HIGHWAY ENGR
DEC 30 '74
REFER TO
FOR

526 W. Lessons St.
Roseburg, Oregon
97470

December 16, 1974

Dear Mr. Straub,

Please help us. We need your help desperately. I am a Registered Nurse and work in a Nursing Home caring for the Aged. My job and my life is to care for as well as prevent suffering in the physical, mental and emotional aspects of Human Lives.

I am one of many that lives near the South Bank of the South Umpqua River in Roseburg. On our side of the River Bank are many wonderful families as well as lovely Homes, stretching for at least a mile. Near my home is the Roseburg High School of Roseburg District 4 of which Dr. M. Anderson is the Superintendent. Our neighborhood is made up of Middle Class as well as Retired Citizens:

RECEIVED
STATE HWY ENGR
DEC 30 '74
REFER TO
FOR
Info | Loves | R/D | DIR | Sign | Act | File

I have lived at this location for approximately 11 years and have seen the South Umpqua River rise very abruptly and go over its banks with little warning. The crest of the flood often occur during the dark of the night as in Dec. 1974, and the families have to flee their homes leaving their possessions behind.

Across the river from us is the North Bank of the South Umpqua River. The land area there is called Gaddis Park. There are no buildings or homes on the North Bank and the land area stretches for a mile along the river. Gaddis Park is composed of a Natural Habitat for animals, birds with many trees, wild shrubs, flowers, grass and a lovely sandy river bank. Less than a ½ mile North of here is a well developed Recreational Park with many facilities.

In my 11 years of living here I have seen the flood water rise abruptly above the river banks and go over both sides of the River Banks in Dec. 64 and Jan. 1974. The flood water has covered Gaddis Park located adjacent and extending for a mile along the

river bank and many feet back onto Gaddis Park as well as covering it with muck debris such as large logs. From my experience I can say that Gaddis Park and the surrounding area on the North Bank has helped protect homes on my side (the South Bank) from elevated flood waters and debris that is so destructive to human lives, homes and land.

Spencer Construction Company has obtained a permit from the City Council of Roseburg to dump and permanently store tons and tons of Rocks in this area (approx. maximum of 618,000 cubic yards). The vote of the Common Council on June 3 was first 4 to 4 and then 5 to 3 giving Spencer permission to do this. Apparently some of the Councilmen may have voted for this as the Attorney for Mr. Spencer and the State Highway Official present stated there were no other suitable sites available, and that it would delay the Garden Valley Road - Fairgrounds Interchange I-5 Widening project. However since then the State Highway Division has announced a total of 14 other sites available for Mt. Nebo in Rock. Also much of widening of I-5 has been completed.

Another factor was that Haddix Park road originally been Federal Land given to the State of Oregon and been leased to Roseburg dating May 5, 58 with the stipulation improvements would be made within 3 yrs.. Apparently in exchange for allowing Spencer to dump tons of Rock in this area they will receive restrooms, several roads, bicycle trail and a boat landing. Also the city will be able to keep the land.

It seems to me that some Councilmen were more interested in maintaining ownership of a piece of land then concern for the Property Owner. Hurther Spencer don't shale no concern for the citizens of Roseburg and was proposing anything the night of June 3, 1974 to get approval from the City for the Haddix Park easement. There was an audience of over 100 present. Only 2 spoke in favor of the extenside development of Haddix Park, and one of these was an unemploy Construction Worker. Many of the Property Owners spoke out against Spencer dumping rock because of the disastrous effect it would have on Human lives and properties in that area.

What have we as taxpayers and Property Owners in Roseburg done about this? Many of our families are hard-hit financially by the recession

Four of our families took our case into Circuit Court of Douglas County before Circuit Judge Don Saunders about July 74. We have been almost 5 months in Court trying to get some kind of legal action to save the lives of our family and our homes from hazards that may result from dumping of Mt. Nebo Rock in Haddix Park. Judge Saunders has just dismissed the case from his Court stating he has no authority to rule on it. This took 5 months of our time with an Attorney's bill of $1,700 and no achievement of any kind in protection for our Homes or families. We have just appeal our case to the Court of Appeal as this is the only avenue left open.

Some of us are bitterly disappointed. We are wondering if America has lost its lofty ideas so clearly stated in the Declaration of Independence "that all men are created equal; that they are endowed by their Creator with certain unalienable rights; that among these are life, liberty and the pursuit of happiness."

We are wonder if our case will be dismissed from the Court of Appeal in Salem in the same manner that it was dismissed in Circuit Court in Douglas County. If when we have a grievance and if we cannot solve it thru legal channels; what has become to America and its principle of justice.

I still believe there exist honesty and fairness for all in our Democracy and this is why I am seeking your help.

Mr. Alfred Shirley, Jr. Regional Engineer for the Oregon State Highway Department in Roseburg must approve of Site 10 or select one of the other sites available before Spencer can dump the Rocks from Mt. Nebo there. We have sent Mr. Shirley several letters as well as a petition bearing 630 signatures in July asking him not to accept Cudd's Park S. Te. We have receive no response or action from Mr. Shirley.

Now Mr. Shirley is asking the public again for comments on which site to select and has given them until Jan. 1 to respond.

We are again sending a new petition with many signatures on to Mr. A. Shirley (Oregon State Highway Division, P.O. Box 1128, Roseburg, Ore. 97470) Mr. Kleboe (State Highway Department in Salem) and Mr. Glen Jackson (Chairman of the State Highway Commission) in Medford.

In closing we feel that the Property Owners are a very important segment of any community and State. I am enclosing copies of petitions and our suit in Circuit Court.

We would appreciate and be grateful for any help you can give us.

Sincerely yours,
Agnes & Allen

RECEIVED
STATE HWY ENGR
DEC 30 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

252 W. Riverside Drive
Roseburg, Oregon 97470
December 15, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

We have hereby attached to this letter a petition bearing approximately 423 signatures.

We most fervently urge you to take whatever action is needed to prevent Site #10(Spencer Option/Gaddis Park/City Property Site) from ever being used as a storage and filling disposal site for Mt. Nebo rock.

We feel Site #10 is at its best use and should be preserved as a natural habitat.

Since Gaddis Park is inundated by high water at times and since we are now in the rainy season, we further feel it is becoming more apparent each day that any dumping or storing of rocks from Mt. Nebo in this area would create hardships and hazards to property owners and taxpayers.

Now is the time for the State Highway Department to respond to our petition and to give consideration toward human lives, private properties, environment and the wild life habitat of this area.

Copies of this petition are being sent to Mr. F.B. Klaboe in Salem and Mr. Glen Jackson in Medford.

Sincerely yours,

Mary Ellen Collison
Harry A Collison
682 W Finley Ave
Roseburg, Ore-

Daphne Riffe
Daphne Riffe
365. W. Birch Ct.
J M Carlton
746 W. Finley

RECEIVED
STATE HWY ENGR
JAN 2'75
REFER TO
Schroeder
FOR

Citizens for State Planning
2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

December 30, 1974

Mr. Fred Klaboe
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We are pleased to have the opportunity to review and present our comments on the Draft Environmental Impact Statement for the Garden Valley-Gairgrounds Interchange of the Pacific Highway in Roseburg, Oregon, and wish to offer the following:

In order to bring the Garden Valley-Fairgrounds Intersection of I-5 in Roseburg, Oregon up to Oregon's present interstate highway standards, 978,000 cubic yards of material from the flank of Mt. Nebo will be removed. This removal will partially straighten a curve on Interstate 5. Between 220,000 and 307,000 cubic yards of material will be utilized on the project site leaving 758,000 to 671,000 cubic yards of material to be hauled to dump sites in the Roseburg area. This Supplemental DEIS is mainly concerned with the impact of removal and transportation upon the present and future of the Roseburg area.

A rough DEIS of the dump sites and haul routes was compiled and distributed in July, 1974. This document was criticized for not outlining mitigation procedures to lessen the impact of each haul route and for not discussing future land-use impacts. This criticism has only partially been satisfied in the present document. Where noise may be a problem, it is merely stated that such noise may be mitigated. An exception is the mention of the use of a berm to solve a noise problem on page 57. Similarly, future land-use impacts has been sketchily described on page 54. An in depth discussion of future landuse plans for the area (if extant) and the possible impact of the fillsites on these should be included in the Final EIS.

In addition several comprehensive monitoring schemes should also be included. These would be:

1. A plan to monitor noise and traffic problems during the six month hauling period;

2. If site one is selected a procedure for monitoring effect on fish communities both during and after project completion.

3. If site seven is selected and fill is deposited along the South Umpqua Riverbank, a procedure for monitoring its effect on stream characteristics.

4. If site four is selected a procedure to monitor the goat herd after project completion.

The dangers associated with utilization of site one appear formidable. Dangers to both a spawning ground and floodplain exist. Comments of the Oregon State Fisheries Commission regarding possible dangers to the Chinook Salmon spawning bar should be incorporated in the Final EIS. This site should not be selected.

Site seven in conjunction with the mandatory sites could utilize all the fill material. However, the utilization of another 400,000 cubic yards of fill material along the South Umpqua river bank entails certain dangers to the River. It would be of interest to discuss these dangers in the Final EIS as opposed to the advantages of restricting all the fill to sites 5, 6, 7 and 11. Minimizing the number of sites should limit the impact on future Roseburg growth.

Utilization of site 8 presents a series of complex hazards. The resident goat population would be disturbed during the course of the project and perhaps permanently. One cannot be certain if fencing of the goat herd would provide sufficient habitat. Comments of the Oregon Wildlife Commission regarding the goat problem should be incorporated in the Final EIS. The terrain is steep and erosion as well as drainage problems may develop. Construction of a haul road would disrupt existing game habitat and provide a visual scar to the City of Roseburg. Homesite development would be stimulated, but there is no discussion of possible increased demand for public services. OEC feels that this site should not be selected.

Site 14 is the largest of the proposed sites being approximately 800 acres. The stated future use of the site is home development. If the placement of fill spurs rapid home development a substantial load could be placed on the utilities, schools, roads, and other public facilities. There is no discussion of possible increased demand for these services.

Page 11 raises the possibility that future additional sites could be selected by the Highway Department after circulation of the Final EIS. In addition, sites 3 and 14 have no stated future use. All sites to be considered along with a stated future use for each site, should be included in the Final EIS.

The possible impact on the future growth patterns of Roseburg is only superficially treated in this DEIS. Emphasis is placed mainly on short term problems such as noise and traffic disturbance during the haulting period. Total site acreage under consideration exceeds 230 acres with site 14 contributing 800 additional acres. If fill is dispersed over a sufficient number of sites a substantial impact on the future growth of Roseburg could be generated. If the appropriate Roseburg agencies have long range growth plans for the area, these should be mentioned in the Final EIS along with the effect upon them of site utilization. There is no discussion of the increased demand for public services which may accrue from this project.

CONCLUSIONS: Sites 1 and 8 should not be used. Dangers to renewable resources (fish, game and habitat) in these sites far outweigh short term project gains. It cannot be overly emphasize that renewable resouces should not be endangered, even if the risk appears slight, when other avenues to proceed still exist.

The Final EIS should contain more discussion of site utilization upon the growth of the Roseburg area. It would be desirable to discuss the tradeoffs involved in minimizing the impact on Roseburg's future growth by utilizing a few fill sites versus the possible increased noise and traffic problems concommitant with using a few haul routes in the Final EIS.

Sincerely,

Maggie Collins

Maggie Collins
Chairwoman

MC:jan

SUPPLEMENTARY COMMENTS ON PRELIMINARY SIX-YEAR CONSTRUCTION PROGRAM OF THE OREGON STATE HIGHWAY DIVISION BY THE OREGON ENVIRONMENTAL COUNCIL
DECEMBER 30, 1974

1. The environmental review process for each project or class of projects should be a part of the public information packet in your final six year construction program. The relationship of environmental review to other actions (e.g. preliminary engineering, location, property acquisition, etc.) should be part of this presentation. The actual criteria for development of an EIS should be summarized as opposed to lesser environmental reviews. The point is to not require reference to the Oregon Action Plan for the broad public.

2. The basis for the preliminary listing of projects should be part of background information in the final program document. For example, the Johnson Creek Parkway and the Mt. Hood Freeway in southeast Portland have been variously scheduled but do not show on the listing. Are they in any engineering stage? Perhaps another class of projects should be shown in your program - projects in planning and engineering which utilize Federal monies in subsequent construction programs. Specifically, does the "P.E." classification in the project development chart (page 51) of the Oregon Action Plan.

3. The relationship of each project to other Transportation Department projects and other division activities should be summarized in your final program. For example, how does your plan to widen McLoughlin Boulevard in southeast Portland relate to Tri-Met, CRAG, and City of Portland mass transit plans? Would light rail connections in Milwaukie with park and ride facilities significantly alter the need for this project?

4. Among the projects listed, what is their priority? What is the process for determining priority? How does the public participate in that process? See the requirement for this classification on page 46 of the Oregon Action Plan.

5. Based on an observation of the limited attendance at the recent Portland informational meeting, it is obvious that significant citizen involvement in development of the Construction Program has not taken place. We believe that a much more significant effort should be initiated before the Program is presented in its final form. There are many possible methods for this involvement including mailings, newspaper and advisory committees.

6. The draft program should indicate how it implements "Commission policy and statewide goals or objectives." This is apparently the basis for the report in the first place (see page 49 of Oregon Action Plan). In no sense can the present preliminary program be considered to represent "the best in ...generalized economic social and environmental considerations."(Oregon Action Plan, page 50).

7. The projects listed in the preliminary plan should include identification of the environmental assessment category (1, 2, 3 or 4) in accordance with the scheme of the Oregon Action Plan. We note specifically that the Oregon Action Plan requires the classification to be made "during program development" rather than during later "project development."

8. The division of monies available to the OSHD could be shown in considerably more detail than is afforded by the pie chart. For example, it would be useful to know how much of the money is devoted to highway, transit, bikeways and recreation. Also what is the division between the various project phases and how much to various overhead accounts.

9. The Construction Program document as now written gives no information as to the current status, schedule or responsible agency for each project. This information would be very useful to citizens in knowing when and where to comment on a project. It also would allow some issues to be resolved earlier than has been the situation in the past.

10. It appears that construction has been scheduled for full release of apportioned monies. The final program should indicate what projects would go forward if only 75% of the monies are released by OMB.

11. It seems difficult to believe that only two bikeway projects (Philomath and Hermiston) and one transit project (West Portland park and ride) would be scheduled during the next six years. We question the accuracy of the statement (page 22) that recommendations from local governments have not been forthcoming.

12. We trust that you will continue communications with groups and individuals who comment on this construction program as it is improved and implemented. Specifically such people should be contacted in regard to the project and regional citizen advisory programs.

OREGON ENVIRONMENTAL COUNCIL
2637 S. W. Water Avenue
Portland, Oregon 97201

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

REC
1974
LONG, NEUN
CALEY

November 29, 1974

Mr. Donald Dole
Attorney at Law
P. O. Box 1205
Roseburg, OR 97470

Re: Garden Valley Road-Fairgrounds Interchange-Interstate 5

Dear Mr. Dole

Enclosed is a proposed form of indemnity agreement between Douglas County and the Oregon State Highway Division pursuant to our previous telephone conversation.

Sincerely

John Leahy
Chief Trial Counsel

ks
Enclosure

INDEMNITY AGREEMENT

THIS AGREEMENT is made between Douglas County, Oregon, through the Douglas County Commissioners, Douglas County Courthouse, Roseburg, Oregon, hereinafter referred to as the "Indemnitor", and the State of Oregon, by and through the Oregon Department of Transportation, Oregon State Highway Division, Oregon State Highway Building, Salem, Oregon, hereinafter referred to as the "Indemnitee".

The Indemnitee has agreed to cause to be placed certain fill material on the premises of the Douglas County Fairgrounds for the purpose of improving the use and enjoyment of that fairgrounds site by the Indemnitor. The fill material is from the construction project presently under way in which Spencer and Sons, Inc. is the contractor and is referred to as the Garden Valley Road-Fairgrounds Interchange-Interstate 5 Project.

In consideration of placing such fill material on the fairgrounds site the Indemnitor undertakes to indemnify the Indemnitee from any and all liability, loss or damage Indemnitee may suffer as a result of claims, demands, costs, legal and investigative fees, or any other damage or judgments arising against it from the damage to the right bank of the South Umpqua River which may arise out of and be proximately caused by the fill proposed on the fairgrounds site. The indemnity under this agreement shall commence on date of execution by Douglas County and shall continue in full force until July 1, 1978.

Indemnitee agrees to notify Indemnitor in writing within thirty (30) days by mail at the Indemnitor's address as stated in this agreement of claim made against Indemnitee under the obligation indemnified against.

IN WITNESS WHEREOF the parties have executed this agreement on the date below written.

_____ 12-26-74
Douglas County Commissioner (Date)

_____ 12-26-74
Douglas County Commissioner (Date)

_____
Douglas County Commissioner (Date)

_____ 1-7-75
F. B. Klaboe (Date)
Oregon State Highway Engineer

#2-10-3

Dist 3-2
Douglas Co.

252 W. Riverside Drive
Roseburg, Oregon 97470
December 15, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

We have hereby attached to this letter a petition bearing approximately 423 signatures.

We most fervently urge you to take whatever action is needed to prevent Site #10(Spencer Option/Gaddis Park/City Property Site) from ever being used as a storage and filling disposal site for Mt. Nebo rock.

We feel Site #10 is at its best use and should be preserved as a natural habitat.

Since Gaddis Park is inundated by high water at times and since we are now in the rainy season, we further feel it is becoming more apparent each day that any dumping or storing of rocks from Mt. Nebo in this area would create hardships and hazards to property owners and taxpayers.

Now is the time for the State Highway Department to respond to our petition and to give consideration toward human lives, private properties, environment and the wild life habitat of this area.

Copies of this petition are being sent to Mr. F.B. Klaboe in Salem and Mr. Glen Jackson in Medford.

Sincerely yours,

Mary Ellen Ellison
Harry A Ellison
682 W Finley Ave
Roseburg, Ore

Daphne Riffe
365 W. Birch Cl.

M Carlson
746 W. Finley

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

NOTED
A. L. JOHNS

RECEIVED
STATE HWY ENGR
DEC 24 '74
REFER TO
FOR
Approves | Rec'd | D/R | Sign | Act | File

3

December 20, 1974

RECEIVED

To – Mr Alfred Dirksy Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1138
Roseburg, Oregon 97470

RECEIVED
REGIONAL ENGR
DEC 23 '74
ANSWER TO
FOR

FROM – Saul Jackson – Jax Sayers

RE – Draft Supplemental
Environmental Impact Statement
Garden Valley Road – Fairgrounds Interchange
Pacific Highway I-5
Douglas County, Oregon

NOTED
R. L. SCHROEDER

Dear Sirs —

As you will remember, I am one of the Objectors to the Head Route & Disposal Site 10, Spencer Option / Haddis Park / City Property site.

I have throughly read your Draft Supplement and although it is possible to argue pro's and con's in the several disposal sites & to get different opinions concerning each one, depending on which side it appeals to, it all seems to boil down to Site 10, Spencer option / Haddis Park / City Property Site and the balance of the 14 Major Disposal Sites.

In my opinion, there are 5 valid objections to the use of Site 10 which can be found in your E.I.S. & which I summarize below:

(1) The Haul Route to Site 10 —
The Contractor proposes to use Old Road which

at the rate of 50 per hour, 16 hours per day for
6 Months. Hay must first cross Harvard Ave which
now handles 19,200 Vehicles per day as the main
East West arterial in Roseburg. Can you imagine
what will happen, regardless of the now Traffic
Lights + Flagmen, when you increase 19,200
vehicles + 50 OFF Highway trucks per hour at the
Junction of Harvard Ave + Rifle Range Street!
The Route Ten years within 25 ft. of the
Douglas Community Hospital, Ten within 50 ft
of the new Roseburg High School Vocational Building,
Ten within 75 ft. of 23 Cottages then across Stewart Park
to the River. A Bridge (High on Cen. Creek) must be
constructed across the Umpqua River. There
are several alternates to handling the traffic
One of these is through Stadium Park, another
through a Cemetery of the Seventh Day Adventist
Denomination Property.

In view of all the above problems, there
was consideration that the State Highway
could possibly assume this route!

(4) Stadium Park —

It is my understanding that the Federal Highway
& the National Highway Beautification Act prohibits
the Encroachment of certain Historical Areas,
which Parks are included.

It would be your duty and responsibility,
Comprehensive Plan, exhibit for this Public to see

... National State & W "Eagle" Sand & ...
... miles downstream at Stewart Sand ... Federal
... one of the best sand Localities in the State of Oregon.
... of the State & Federal Government ... are ...
... carried over their lease of the Riverbend to
... the City of Roseburg, Douglas Co. would
... have done something Even to renew ... the
... original Lease was signed in 1954.
... In addition, in order to ... Additional Sale,
... D. Spencer & Son ... Gravel, put up a
... $100,000.00 Bond. As of this date, no ...
... has been deposited with the City of Roseburg
(3) Flooding —
... It is impossible to ... with ...
... will ... Rubber ... the Umpqua River ...
... by almost yearly ... Floods, ... the
... bank of the river in the Riverbend area ...
... with Even the Flood of ... Dec. ...
... by Roseburg officials, ... Corps ... Engineers
... Flood water to the ... of the South ...
(4) Pollution —
... the Oregon State Board of ... Control ...
... also the Federal Pollution ... Act ...
... with the effect, ... of this Sale, ... the ...
... no sewer ... lines ... and ...
... The trench line ... of ... pipeline ...

... of flows to the head of Site 10, especially during a heavy rain, the effluent & sewage overflow through the manhole covers alongside may. Residents already therefore have problems which could conceivably become much worse. If the flow were to be covered over with another 11 ft. of rock & serious trouble does occur, we could end in trouble.

(5) Drainage ——

Most of the entire N.E. Quadrant of Site 10 ... ing to the Television Tower, drains through ... property, through Site 10 & on to the ... This (per E.I.S) is a "Yearly drained Tundra ... mat, seasonally much of the area is ... standing water from snowmelt, rainfall ... the tundra are also subject to flooding ... extreme high-water on the Sandy Hook ... Another factor which could ... for Site 10 drainage would be ... and their seepage water to ... Site 10.

Utility buildings are built ... of the Visitor's complex, & the South ... of Site 10. Existing ... Site 10, & ... Given the dozen ... the hole with ... by ... ever, ... Given ... ... ever, ... In addition, the Southern ...

...ing Dyer track are the Galt Bonding to. Sec 10,
In my opinion if Sec 10 is Galt [illegible]
...ger than the RR tracks, regardless of what
...gineers Son allege that they would do to
...ntrol the drainage, a dike would be [illegible]
on the West side of the tracks, leaving the [illegible]
inundate the tracks thereby [illegible] the Galt
Unit residential area which already [illegible]
problems anytime there is a downpour.

Also on Jan 8, 1975, in the Superior Court,
Galt, there will be a hearing on a suit [illegible]
flood damage caused by the water Galt [illegible]
on the Galt side of the S.P. Railroad tracks. The
defendants being mayor, McClatchy, [illegible]
the Southern Pacific Co.

Above are my carefully considered [illegible]
to the use of Sec 10 as [illegible]
I brought the property to [illegible]
even studied a drawing. I have [illegible]
a very valuable property [illegible]
[illegible] Boulevard and [illegible]
Portland to Galt at [illegible]

Near [illegible] also [illegible]
[illegible] and [illegible]
is not Galt because of the other Sec [illegible]

[illegible] available, without causing any [illegible] to the already [illegible] where the Pacific could be used to good use or else disposed of with no damage to People, Property or Animals.

In my opinion, as I read your E.I.S., the most logical place to go is the Petaluma Bridge Site 9, which is adjacent to the existing one Road Station on Petaluma Blvd causing the Location on Howard Ave, the Contractor would have to [illegible] with [illegible] highway vehicles, which is [illegible] disadvantage, & would then be able to [illegible] of a mile further under the Bridge to the Petaluma Valley Hospital Site 11. Site 11 to Road Site would also [illegible]

The above would be [illegible] Now Planning Rules and this date.

It is my understanding that in addition [illegible] Road that you have [illegible] Petaluma Site 9 & 11, Sonoma County [illegible] Petaluma the Location of the Rock at the Petaluma Site 7, [illegible] Petaluma Blvd. By the Petaluma Bridge to the [illegible] Site Location [illegible] Petaluma Valley Hospital.

If the Contractor the Rock [illegible] the above Location, Number removed to [illegible] of the Rock from the [illegible]

...

... the Eagle of Douglas County to sing one of
... grounds, I believe that this is the "very best"!!
... gets me a also the eagle of the
... Rocks St - Fourthwood and off again I could
... visited of real Eagle accomplishing all
... Highway Dept & their highland patrol,
... gone, excluding Lyons & Sons, the State
... Highway Dept, the Federal Highway Commission
... Local Residents & myself, are happy
... How could there be a better ending?
... Only in the United States of America
... great State of Oregon!!
... Thank you for allowing me to assist you!

Very truly yours,
[illegible]

P.S. One Question — Apparently the Bald Eagle is
still a protected species with the
P.S.2 Two Suggestions!
(1) Consideration should be given to
... the Bald Eagle as the National Bird
... instead of the Wild Turkey, due to its
... majestic stature, beauty & symbolism
... as the one bird we all know
... would like to see adopted, I suppose!
(2) In lieu of the Eagle on the Great
... Seal, on the Bicentennial Coin, it is
... difficult to see the eagle clearly
... & I'd continue to like to see a
... closer look to ultimate specialness
... Thanks again,
[illegible]

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

RECEIVED
STATE HWY ENG
DEC 23 '74
REFER TO
FOR

neer
sion
97310

Dear Mr. Hopkins:

The draft environmental impact statement for Garden Valley Road-Fairgrounds Interchange Pacific Highway I-5 Douglas County, Oregon which accompanied your letter of November 1, 1973, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Page 23, paragraph 2. The statement should acknowledge that the value of chinook salmon fisheries breeding grounds are important not only to state interests but also to national and international interests.

Pages 52 and 53. The possible adverse impacts on anadromous fish that could result from either selecting Site 1 (Sun Studs' Site) for spoil disposal or from constructing a low river crossing structure (Site 10) should be described in detail.

Page 54. This section should explain the effect of reduced production of chinook salmon on the State and the Nation that could result if Site 1 (Sun Studs' Site) is selected for spoil disposal.

Page 55. This section should discuss the amount of anadromous fish habitat that will be destroyed if Site 1 (Sun Studs' Site) is selected for waste disposal.

12-23-74
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford
Alfred Shirley, Jr.
J. C. McCormick

SENT
BEN GIFFORD
10-31-74

RECEIVED
DEC 3 1974
PROJECT MANAGEMENT SECTION

AMERICAN REVOLUTION BICENTENNIAL

#8013

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

December 13, 1974

RECEIVED
STATE HWY ENG
DEC 23 '74
REFER TO
FOR

Mr. G. N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

The draft environmental impact statement for Garden Valley Road-Fairgrounds Interchange Pacific Highway I-5 Douglas County, Oregon which accompanied your letter of November 1, 1973, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Page 23, paragraph 2. The statement should acknowledge that the value of chinook salmon fisheries breeding grounds are important not only to state interests but also to national and international interests.

Pages 52 and 53. The possible adverse impacts on anadromous fish that could result from either selecting Site 1 (Sun Studs' Site) for spoil disposal or from constructing a low river crossing structure (Site 10) should be described in detail.

Page 54. This section should explain the effect of reduced production of chinook salmon on the State and the Nation that could result if Site 1 (Sun Studs' Site) is selected for spoil disposal.

Page 55. This section should discuss the amount of anadromous fish habitat that will be destroyed if Site 1 (Sun Studs' Site) is selected for waste disposal.

12-23-74
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
B. L. Gifford
Alfred Shirley, Jr.
J. C. McCormick

SENT
BEN GIFFORD
10-31-74

RECEIVED
DEC 3 1974
PROJECT MANAGEMENT SECTION

AMERICAN REVOLUTION BICENTENNIAL

Please route the attached to the following in the order listed:

1. F. B. Klaboe
2. A. E. Johnson
3. ~~E. S. Hunter~~
4. ~~R. L. Schroeder~~
5. ~~H. S. Coulter~~
5. General Files

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R. Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

8003

OREGON STATE
HIGHWAY DIVISION

December 12, 1974

H. A. Schell
Bridge Engineer
Federal Highway Administration

Dear Herb:

In accordance with the agreement we reached this morning, the 12th, I am enclosing a copy of a letter from Ed Rief, dated December 6, in which he asks permission to obtain local inspection assistance. He can hire a man for about $90 per day and anticipates about 10 days of use. My letter of December 11, attached, indicates to Ed the agreement of Walt Hart and me to such an expense. I am also enclosing a memo relating to a telephone conversation with Ed Rief on December 11.

May we have your concurrence on the approval for Ed to hire temporary inspection assistance?

Sincerely,

JOHN C. JENKINS
Materials Engineer

JCJ:ga

cc: H. S. Coulter
W. J. Hart

RECEIVED
DEC 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-123

#8003

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

December 12, 1974

FILE: 6C 8003

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Hospital Bridge
SC 8003

TO: MEMO TO THE FILE

Ed Rief called about 4 P.M. our time Wednesday December 11. He asked if we had confirmed the footage of fillet welds which were to be inspected with magnetic particle. I told him we hadn't. We had accepted his 360,000 lineal ft. figure.

He said they had inspected 8 chords at 47' 8", mostly at 10% of the weld, but some at 100% of the weld. He had also checked 42 diagonals at 10% and the rockers. The inspection had located some spots of porosity not coming to the surface. What he at first thought were crater cracks in the stop/start area turned out to be overlap which had been buried by subsequent passes. Three such indications we found in 42 diagonals, with 6 cases of porosity. There has been no undercut and no cracks to date.

Of 56 cross frames, 10 were dyed 100% and three were checked by magnetic particle. No defects were found.

Whereas the inspection agency had indicated that they would do 170 ft. per day, they are actually getting only 115 ft. per day. The $5,000 authorized for magnetic particle testing is nearly used up and at this rate he will go $4,000 to $5,000 over by the time he has looked at bearing stiffeners and floor beams. Examining 100% of bearing stiffeners and 10% of the floor beams will cost at least $3,000.

In addition to the footage previously estimated he says there are 28 struts which would be extra.

I told Ed that in view of the lack of significant defects being found to hold off magnetic particle on the less critical members and save his money for the bearing stiffeners and floor beams.

RECEIVED
DEC 13 1974
Office of
Assistant State Highway Engineer

Another problem with the magnetic particle company is their failure to deliver reports as required. He also feels his being overcharged, but it is difficult to do anything about it. Communication is a problem. You talk to someone in English and he turns around and passes it on to someone in Japanese, but you don't know if it is the same thing. They get the language mixed up: they say "yes" when they mean "no" and make similar errors.

Ed pointed out that the oiled and wrapped pins were not coming in sealed boxes. Instead they were packed in slat-sided crates. All of the protection obtained would have to be provided by the wrapping.

Both Ed and Marian have had the flu but are recovering though weak. He is being run ragged trying to keep up with 18 welders, having daily meetings with the management, running from town to town checking on machining, etc. Hiring some local help will provide some relief (Overseas Merchandise Inspection Co., Ltd.).

JCJ:gs

cc: H. S. Coulter
W. J. Hart

December 11, 1974

Mr. E. J. Rief
District Inspection Engineer
% Japan Steel Tower Co., Ltd.
1-7-1, Kitahama,
Wakametsu-ku,
Kitakyushu-shi,
Japan

Dear Ed:

We are taking care of your expense statement for miscellaneous items. You show the address for sending the check as your office address. I am assuming that you want it to go to the Bank of Tokyo, however, per your latest previous instructions. If you have miscellaneous expenses under 900 yen with or without receipts or over 900 yen without receipts, these should be submitted too.

You say your "last" per diem check is still floating around Japan. That would be the one covering September 28 through November 6 sent direct to Wakamatsu? Did you get payment on your pay check also sent direct to Wakamatsu? I believe your November pay check was sent through Bank of Tokyo. I hope you got that alright.

The thermometers were sent on about November 25. I hope you get them before Christmas.

Speaking of Christmas, do you get Christmas off? Do the non christian Japanese recognize the 25th as a special day?

The magnetic particle equipment and report forms as presented in exhibit "MP" appear to be satisfactory, as is the Non-Destructive Inspection Industry Co. proposal dated 49-11-30.

Pin stock covered by exhibit "P" is in conformance with specifications. (Same as "SP")

Item 6 of Tsurunaga's letter of November 28, heat and jack straightening of flanges, has apparently been taken up with Walt Hart. Tsurunaga did not call here and talk to me.

Chemistry analysis of A36 coupon shows compliance with A36 specification. Carbon was a little high, but within tolerances provided by A6: measured .26%; .29 allowed for plate of given thickness, .30 allowed for shape. A lab report will be coming out.

I talked to Walt Hart about hiring Overseas Merchandise Inspection Co., Ltd. (ref. your letter of Dec. 6). He is in agreement. You may pay them by purchase order through JST. If it looks like it might go over $1,000 you had better check with us again.

We are starting to correlate mill reports with mill order sheets originally submitted by JST. We will let you know how it comes out.

We've got a little sun today, but it will probably rain before the day is over. The weather has generally been damp and warm. I recall only one day of heavy frost in the last month.

You and Marian are doing a good job. Keep it up and we'll tell Santa Clause where he can find you.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

610-1094

Nakamatsu, Japan
Dec. 6, 1974

Dear John,

I may have contacted an inspection and testing agency that could be what we are looking for. They have a Branch office in Portland. Enclosed is Mr. Tabuchi's card and Company resume. I sent 2 ASTM, A325 bolts to their lab. for dimensional and hardness check. Mr. Tabuchi, his inspector and a 3rd man were in today. I think the shop assembly will be quite hectic and would like to hire the inspector for one month @ #900.00. By the day the charge is #90.00. This would give me a chance to evaluate the quality of their inspection. Is this approved?

We had our first snow flurries today, but the sun is shining again now.

Sincerely,
E. J. Ray

Enclosed is the report of testing results from Sankyo Special Steel Bolt & Nut Co. Ltd.

RECEIVED

8003

#8003

FOR

DEC 16 '74

ATE

KNUDTSON'S
709 S. E. JACKSON ST. P. O. BOX 250
ROSEBURG, OREGON 97470
673-5091

MESSAGE DATE 12-10-74

REPLY DATE:

Gov. Tom McCall
Salem, Ore.

Dear Tom.
After reading your letter I can only conclude that the mt Pleb excavation will still look lousy, particularly without (as you say, any vegitative cover.... and with 60 ft. faces interspersed with benches 25 ft wide. Mean, isn't that just dandy.!! "neat and orderly" yes, but it sure as hell will be an ugly sore... a neat and orderly exposure of rock with mechanically contrived benches. Wow!
I'm not worried about how it looks during construction. Please don't side track the issue away from what I'm really sore about. How it will look when its finished

SENT BY Clan Knudtson

copy to Stanley in my Dept.

ANSWERED BY

MOTEL
E. B. M[illegible]

CIRCLE FOLLOW-UP DATE AND FILE

J F M A M J J A S O N D
1 2 3 4 5 6 7 8 9 10 11 12
13 14 15 16 17 18 19 20 21 22 23 24
25 26 27 28 29 30 31

LOT # 580066

FORM NO. PK102R-3
AVAILABLE FROM BUSINESS ENVELOPE MANUFACTURERS INC. • BRONX, N.Y. • KNOXVILLE, TENN. • MELROSE PARK, ILL. • ANAHEIM, CALIF.

#1-3

RECEIVED
ATE. YEN
DEC 1974
REFER TO
FOR
GOVS
D
GOV

STATE OF OREGON 1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 5, 1974

Mr. Alan B. Knudtson
P. O. Box 250
Roseburg, Oregon 97470

Dear Mr. Knudtson:

I share your concern for maintaining scenic amenities by minimizing cuts into hillsides in conjunction with highway projects. However, the Highway Division is also responsible for providing safe and efficient facilities for motorists in Oregon.

The Mt. Nebo curve has one of the highest accident records along the entire Interstate system in Oregon. Only two solutions for improving this dangerous curve are available: filling into the South Umpqua River, which could result in increased flood damages in the future; and cutting into the face of Mt. Nebo. The improved curve will allow the safe passage of vehicles at 55 miles per hour but will not be safe at 70 miles per hour if the speed limits should return to former levels. The cut will also allow the Highway Division to improve the Harvard Interchange access and egress ramps.

The present excavation at Mt. Nebo, conducted as one portion of the entire Garden Valley-Fairgrounds Interchange project, is unsightly. However, this temporary condition will be remedied upon completion of the project. This cut includes 60-foot vertical faces interspread with benches 25 feet wide. The completed project will not include any vegetation but it will have a neat and orderly appearance, both from the freeway and the City of Roseburg.

The Highway Division has concluded, in conjunction with the City of Roseburg and other concerned public agencies, that any temporary decline in scenic amenities during construction will be more than offset by the neat appearance of the finished, dressed face of Mt. Nebo after construction, coupled with a decrease in the accident rate at this formerly dangerous curve.

Sincerely,

Governor

COPY

NOTED
MARIE STEPHENS

cy Environmental
12-16-74

TM:da

bcc: Highway

10-25-74 Knudtson to Hwy

10.24.74

Dear Tom:

I don't get it. Here we are trying to encourage people to save gas and also were tearing down road signs and beautifying our highways.

yet, the state highway dept. is cutting the hell out of our nut tree (making an unsightly mess out of it in the process) so it will be a 70 mi per hour highway curve.' (no accident since we've had 45 mile/hr. signs on the curve.')

And on I-5 there are numerous other mountains and hills close to the highway that have been monstrously desicrated, seemingly, by gouging great holes in them indiscriminately which are then left that way - apparently forever.

We don't allow miners to desecrate property to hell & gone from the public view, but we allow the highway dept., a public agency, to gouge any old hillside without smoothing it out afterwards!

Evan Knudtson

RECEIVED
OCT 29 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 28 '74
REFER TO
FOR
Chief | Asst | R/D | D/R | Sign | Ret | File

#8003

December 5, 1974

Mr. George Flawn
M.E.P. Branch
13th District, U.S. Coast Guard
615 Second Avenue
Seattle, Washington 98104

RE: Garden Valley-Fairgrounds
Section

Dear Mr. Flawn:

We have examined plans for the hot plant/crusher site and have eoncluded that there is no possibility of accidental discharge of oil or other hazardous substances into the river from this facility. The hot plant/crusher site is more than 75 yards from the river's edge. In addition, feasibility of providing berm between the hot plant/crusher and the river to provide a visual screen for residents living on the opposite bank of the river is being investigated. All vehicle movements and work activities at the hot plant/crusher site will be oriented away from the river as the project is north of the site and the river is south.

We hope this additional information is sufficient for you to assess the potential impact of this facility.

Sincerely,

Gary A. Potter
Manager
Environmental Section
412 Highway Building

GAP:JZ:cb

bc: R. L. Schroeder
A. Shirley, Jr.
George Ramjoue'
Newt Andrus

8003

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 4, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley Rd - Fairgrounds Section
S. Umpqua River (Hospital) Bridge
Weld Testing

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & STate Highway Engineer
Salem, Oregon

ATTN : Mr. H. S. Coulter, Asst. State Highway Engineer

Mr. Hart's and Mr. Jenkins' separate letters of November 27 outlined the testing procedure that appear adequate to insure acceptable fillet welds on the South Umpqua River (Hospital) Bridge.

I approve the fillet weld inspection procedure outlined in Mr. Jenkins' letter.

G. L. Green

cc:
OSHD (J. Jenkins)
OSHD (W. Hart)

RECEIVED
DEC 5 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

8003 Garden Valley Rd.-Fairgrounds 1974
Int. Sec. of the Pacific Hwy.
(Grad., pav., struct., sign. & ill.)#5

C+A 4527 - 3-21-72

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

RECEIVED
STATE HWY ENGR
DEC 2'74
REFER TO
FOR
Info | nves | R/D | D/R | Sign | Act | File

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 29, 1974

Daniel J. Seifer
Attorney At Law
Kobin & Meyer
3800 610 SW Alder Street
Portland, Oregon 97205

Re: Garden Valley-Fairgrounds Interchange-Interstate 5

Dear Mr. Seifer

This will memorialize the conclusions of the meeting held at the Oregon State Highway Division office on November 27, 1974.

1. The persons present at that meeting were:

   F. B. Klaboe, OSHD, A. E. Johnson, OSHD, Carroll Keasey, OSHD, Scott Colter, OSHD, Dick Lenz, OSHD, Alfred Shirley, OSHD, J. X. Wilson, OSHD, Al Bates, OSHD, Glenn Hossner, FHWA, Tom Lowe, FHWA, James Zotter, Attorney, FHWA, Norman Kobin and Daniel Seifer, Attorneys for Spencer and Son, George Spencer and Otis Jordan of Spencer and Son, and myself representing the OSHD.

2. Your client, George Spencer and Son, was assured by OSHD through Mr. Klaboe that OSHD does not at this time foresee any objections, nor do we presently have any objections to continuing the use of the Douglas County Fairgrounds site for the disposal of material from Mt. Nebo to the extent and in the manner desired by Douglas County. FHWA through Mr. James Zotter did not foresee any objections. Final firm approval of that site must await the final approval of the supplemental environmental impact statement, a draft of which is presently being circulated. This includes the operation of crushing machinery and hot plant equipment on that site and assumes appropriate local government approval.

3. Oregon State Highway Division acknowledges that they are liable for increased costs resulting from the use of that site as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. Zotter has agreed that your client is entitled to the extra land costs.

4. The Defendants in the U. S. District Court case will ask for delay of the trial until the final supplemental environmental impact statement is approved and filed at which time we will ask for dissolution of the preliminary injunction and dismissal of the case.

If this does not comply with your recollection of the meeting please advise forthwith.

Sincerely

John Leahy
Chief Trial Counsel

nd
cc: F. B. Klaboe
Walter L. Barrie
James Zotter

OREGON STATE
HIGHWAY DIVISION

FILE: CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Milton R. Schweppe
Box 480 Tipton Road
Roseburg, OR 97470

November 26, 1974

NOTED
H. S. COULTER

Dear Mr. Schweppe:

Your letter of November 25 concerning the Draft Supplemental to the Environmental Impact Statement on the Garden Valley-Fairgrounds Interchange Section on I-5 has been received.

When the decision is made on the disposal of the remaining excess material from the Mt. Nebo cut, all concerns will be considered. As I stated to you when you visited my office, whenever floods occur, there is likely to be damage to lands in the flood area. It is not our intent to do anything that may intensify that damage.

This decision on disposal will not be made until shortly after the first of the year at which time all comments on the Supplemental Statement will have been received and studied.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

bc H. S. Coulter
C. T. Keasey
Gary Potter

RECEIVED
NOV 27 1974
Office of
Assistant State Highway Engineer

November 25, 1974

Milton R. Schweppe
480 Tipton Road
Roseburg, Oregon

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

This letter is in regard to the Draft Supplemental to the Environmental Impact Statement on the Garden Valley Road-Fairgrounds Interchange on Pacific Highway I-5.

I am a property owner on the South Umpqua River opposite the fairgrounds. My first concern is about the location and the amount of fill. When the fairgrounds first requested the fill, it was for 90,000 cubic yards. This amount has recently been increased to 290,000 cubic yards. Also, it was stated by a gentleman being interviewed about this subject on KPIC Television at 12:15 last Thursday, November 21, that this amount may reach 400,000 cubic yards. I have lived on this homesite since 1948, and my greatest loss of property occurrs during flood years, such as 1964 and 1973. During normal years my loss has been minimal. However, the amount of fill mentioned above combined with the location of the fill and the type of soil on the south side of the river will so change the normal channel of the river as to cause me and other property owners here on Tipton Road more damage than we had during those flood years.

The Environmental Impact Statement also states that this Fairgrounds fill site is being considered for a hot plant and crusher. The amount of noise that is being created from the trucks and cats working on the fill is already disturbing. If a hot plant is created there, the amount of noise, dust and smoke it will create will be another concern.

Site No. 14, the Morgan site, would be more desirable as it is removed from any residential area, and also being in the hills would not affect the river levels or change the channel of the river. Also, if a hot plant were added, it would not be seen or heard from the freeway or any residences.

I hereby submit this letter to your department for consideration. As I am so concerned about future loss and damage to my property I am investigating areas of action to protect my property. May I please hear from you at your earliest convenience.

Yours truly,
Milton R Schweppe

cc: State Highway Dept.
Salem, Oregon

#8003

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

November 22, 1974

FILE: CON 5

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: MEMO TO THE FILE

RECEIVED
CITY ENGR
NOV 25 '74
REFER TO

On September 30, this office addressed a letter to William T. Evans, the Mayor of Roseburg, asking if the City Council was in concurrence with the letter from Mr. Stan Stafford, Roseburg Parks and Recreation Director, written September 4, 1974 concerning the effects of utilizing Gaddis Park in the Garden Valley-Fairgrounds project.

Attached hereto is a copy of the Resolution by the City of Roseburg which does concur with Mr. Stafford's position.

AS/cw
Attach.

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. L. Schroeder
J. H. Versteeg
R. K. Potter
C. T. Keasey
Walter Barrie
John Leahy

C E R T I F I C A T I O N

STATE OF OREGON)
)
COUNTY OF DOUGLAS) ss
)
CITY OF ROSEBURG)

I, Richard P. Adams, the duly appointed, qualified and acting Recorder of the City of Roseburg, do hereby certify that I have compared the attached with the original of Resolution #74-37 and that it is a full and true copy of said Resolution as the same was adopted by the Common Council of said City on November 12, 1974.

Richard P. Adams

$ 0#
0

RESOLUTION NO. 74-37

WHEREAS, Gaddis Park is a small tract of land which was part of a larger tract donated by the City of Roseburg to the United States government as a site for a Veterans Administration hospital, but it was not needed for said purpose, and which was turned over to the Bureau of Outdoor Recreation as a possible park site; and

WHEREAS, the Bureau of Outdoor Recreation determined that it had no national significance as a park site or otherwise and conveyed it to the state of Oregon upon condition that it be developed for park or roadside rest purposes; and

WHEREAS, the Oregon State Highway Division determined that it was not suitable for said purposes at a state level, and, accordingly, in 1958 leased it to the City of Roseburg with specific requirements that it be developed for park purposes if title thereto was to be given to the City upon the termination of the lease in December 1977, but otherwise with title to revert to the state of Oregon; and

WHEREAS, the improvement requirements of said lease have not been met and the property remains undeveloped as a public park, excepting for a short bicycle path which presently cannot be used; and

WHEREAS, the City has granted a temporary easement to S. D. Spencer & Son to move dirt and rock material over a portion of the park in connection with a Federal I-5 highway improvement project, subject, however, to the approval of the State Highway Department and the United States of America, and subject to the obligation of S. D. Spencer & Son, at their own expense, to make some of the specific improvements to the park which are required by said lease, together with other improvements; NOW, THEREFORE,

IT HEREBY IS RESOLVED by the Common Council of the City of Roseburg that in its present condition Gaddis Park is not of local or state significance as a park, and the granting of said temporary

United States government as a site for a Veterans Administration hospital, but it was not needed for said purpose, and which was turned over to the Bureau of Outdoor Recreation as a possible park site; and

WHEREAS, the Bureau of Outdoor Recreation determined that it had no national significance as a park site or otherwise and conveyed it to the state of Oregon upon condition that it be developed for park or roadside rest purposes; and

WHEREAS, the Oregon State Highway Division determined that it was not suitable for said purposes at a state level, and, accordingly, in 1958 leased it to the City of Roseburg with specific requirements that it be developed for park purposes if title thereto was to be given to the City upon the termination of the lease in December 1977, but otherwise with title to revert to the state of Oregon; and

WHEREAS, the improvement requirements of said lease have not been met and the property remains undeveloped as a public park, excepting for a short bicycle path which presently cannot be used; and

WHEREAS, the City has granted a temporary easement to S. D. Spencer & Son to move dirt and rock material over a portion of the park in connection with a Federal I-5 highway improvement project, subject, however, to the approval of the State Highway Department and the United States of America, and subject to the obligation of S. D. Spencer & Son, at their own expense, to make some of the specific improvements to the park which are required by said lease, together with other improvements; NOW, THEREFORE,

IT HEREBY IS RESOLVED by the Common Council of the City of Roseburg that in its present condition Gaddis Park is not of local or state significance as a park, and the granting of said temporary easement will have no significant effect upon the use of said park by the city or by the public, but that, to the contrary, said temporary easement, if ultimately approved, will permit the development of the park to cause the same to become of local significance for park purposes.

Dated this 12th day of November, 1974.

Richard P. Adams
City Recorder

Resolution No. 74-37

8003

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

November 5, 1974

CRIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Garden Valley-Fairgrounds
Pacific Highway (I-5)
Douglas County
Contract No. 8003

TO: C. T. KEASEY
Construction Engineer

We became aware recently that no provisions for temporary illumination at the Fairgrounds Interchange had been made in the current subject contract. Permanent illumination is planned here under a future contract throughout the section.

I discussed this oversight with Design and Bob Dixson and we agree illumination should be provided continuously at this location.

In further discussion, we arrived at the conclusion that rather than expend money for temporary illumination, we should install the permanent now, if funds can be provided.

If you agree with this proposal and approval is obtained, I will ask Dixson for a lighting plan and cost estimate and proceed with working up an agreement with the contractor to do the work.

cc J. H. Versteeg
W. J. Hart
A. W. Bates

RECEIVED
NOV 6 1974
BRIDGE DIVISION

11-19-74

J. X. - Discussed this w/Administ... Use minimum design - Alternate ... in Ellison's letter of 11-12-74. ...

cc: Dick Ellison - ... furnish ...

NOTED
W. J. HART

SIGNED
R. W. ELLISON

NOTED
G. J. BALLARD

FORM 81-734-3030

Bond
Jackmond
Haywood
Walker
Glenn
Berg

NOV 15 1974

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE — CONSTRUCTION SECTION

Salem, Oregon
November 12, 1974

FILE:

Contract 8003

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. C. T. Keasey
Construction Engineer

SUBJECT:

Garden Valley-Fairgrounds Rd. Int. Sec.
Pacific Hwy. (I-5), Contract 8003
Temporary Illumination Alternates
for Fairground Road Interchanges

In reference to Mr. J. X. Wilson's letter of November 5, 1974, regarding the subject, there are several alternate illumination systems which could be installed at the Fairgrounds Road Interchange under the current contract.

Some of the alternates can be incorporated in the future permanent illumination system.

The alternate illumination systems for installation under the current contract are:

Alternate I. Very minimum temporary illumination. Luminaire units mounted on wood poles located at the northbound and southbound exit ramps and at the intersections of the ramps and the crossroad. This would involve eight poles and aerial conductors. Only the luminaire units may be salvagable for use in the permanent installation.

Estimated cost - $18,000

Alternate II. Very minimum temporary illumination installed on a permanent basis. This would be the same eight luminaires as in Alternate I but installed in the permanent locations on metal poles using permanent underground distribution. This would be left in place and 12 additional luminaire units on metal poles would be added when the system is upgraded to the final design. (Total 20 poles.)

Estimated cost - $50,000

Alternate III. Install temporary illumination. Luminaire units mounted on wood poles at locations of the final design. This would involve 20 poles and aerial conductors. Only the luminaire units may be salvagable for use in the permanent design.

Estimated cost - $60,000

Alternate IV. Install temporary illumination. Luminaire units mounted on wood poles at locations of the final design. This would involve 20 poles and underground distribution. All materials, except poles, installed as permanent and used in the final system.

Estimated cost-$75,000

Alternate V. Install the permanent illumination. (20 poles)

Estimated cost - $90,000

VLT:dh

cc J. X. Wilson
G. J. Ballard

8003

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM Irene Gallagher
for C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-3(95)124

SUBJECT Request Change Order Approval

Contract 8003, State Force Order No. 8

Project Garden Valley Rd. - Fairgrounds Intchge.

Highway Pacific

County Douglas

This change order provides for continuation of a vibration measurement study to be performed by Oregon State University staff personnel under a previously negotiated agreement dated August, 1974. The purpose of the study is to determine operational levels of ground vibration along contractors haul road. Documents pertaining to the agreement are attached.

The use of Oregon State University of Oregon State trained personnel and specialized equipment to perform the work under this order is considered to be in the public interest under the provisions of PPM 21-6.2 for the following reasons:

1. Proposals for performing this work were requested from three private consultant firms and the Oregon State University. All four were qualified to provide the required services.

2. The Oregon State University proposed to furnish newer, more sophisticated equipment, personnel equal or better skilled, and provide better contractor coordination of work at less cost. The proposals were considered to be in the States best interest.

Attached are documents pertaining to the agreement.

The estimated cost of the work is $6,475.00 with Federal participation $5,827.00.

Your District Engineer recommended tentative approval of the work June 26, 1974.

Your approval as of September 26, 1974 is requested.

Attach.

#8003

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PR T NO. I-5-3(95)124

STATE PROJECT NO. GARDEN VALLEY ROAD - FAIRGROUNDS RD INTCH SECT

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. I-775

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
NOV 13 '74
REFER TO
ATTN: Invest. R/D DIF S

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	OCTOBER 24, 1974	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR OREGON WATER CORPORATION'S WATER LINE EFFECTIVE OCTOBER 24, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $1,500.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
NOV 13 1974
Office of State Highway Engineer

REMARKS:
OUR PR 1240 DATED APRIL 8, 1974 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE OREGON WATER CORPORATION CONSISTING OF YOUR NOVEMBER 7, 1973 UTILITIES AND RAILROAD ENGINEER'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S NOVEMBER 1, 1974 LETTER.

THE EXISTANCE OF MR. GARY KENNEN'S CERTIFICATION OF THE OREGON WATER CORPORATION'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-11-74		DIVISION ENGINEER

SEE BACK OF FORM FOR REVISIONS

Original To Kuhen
Copies - Boyd Chitsey 11-13-74

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO ALL INTERESTED FEDERAL AGENCIES

FROM G. N. Hopkins
Project Development Engineer

SUBJECT Draft Environmental Statement
Garden Valley Road-Fairgrounds Interchange Sec.
Pacific Highway I-5
Douglas County

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Project Management Section, State Highway Division, Salem, Oregon 97310. Phone 378-6563.

Attachment

BLG:pr

U.S. Department of Agriculture
U.S. Department of Housing
U.S. Department of the Interior
Federal Aviation Administration
Corps of Engineers
Environmental Protection Agency
National Marine Fisheries Service (Portland)
U.S. Coast Guard
U.S. Department of Commerce (Washington, DC)

cc: G. L. Green, FHWA
F. B. Klaboe
Gary Potter
B. L. Gifford
D. E. Swan

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

FROM G. N. Hopkins
Project Development Engineer

SUBJECT Draft Environmental Statement
District No. 6
Federal Aid Interstate Funds
Garden Valley Road-Fairgrounds Interchange Sec.
Pacific Highway I-5
Douglas County

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

need additional information on this project, please contact . Gary Potter, Environmental Section, State Highway Division, Salem, Oregon 97310. Phone 378-8486.

Attachments

BLG:pr

cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
H. S. Cox
H. S. Cox
D. E. Swan
B. L. Gifford
Alfred Shirley, Jr.
J. C. McCormick

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

October 2, 1974

Honorable James Burns
U.S. District Court
U.S. Courthouse
Portland, Oregon

Re: Jackson v. Brinegar
Civil Case No. 74-457

Dear Judge Burns

Spencer and Sons, the general contractor on the Garden Valley-Fairgrounds interchange project intends to dispose of approximately 290,000 cubic yards of material from Mt. Hebo on the Douglas County fairgrounds at the request of the county fair manager with the concurrence of the county commissioners .

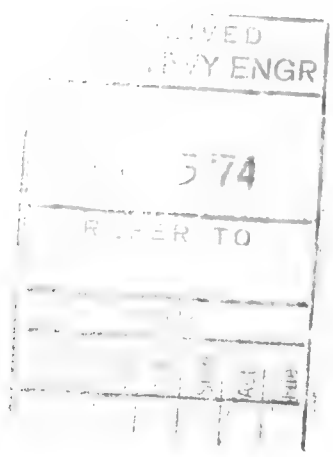
A draft of a supplemental environmental impact statement considering thirteen disposal sites is being prepared and will be circulated for comment. We expect to have approval of it by the Federal Highway Administration prior to December 1, 1974.

Sincerely

John Leahy
Chief Trial Counsel

kmb

cc: Charles Merten
Fred Klaboe
Jack Collins
Dan Seifert
Al Shirley
Walt Barrie
James Sotter
Gary Potter



#8003

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~CON 5~~

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 1, 1974

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: MEMO TO THE FILE

copy C.O.

At a meeting this date in the office of George Stubbert, City Manager of the City of Roseburg, the attached letter was handed to Mayor Bill Evans. Mayor Evans requested an extension of the response to the letter until after the November election. He requested that the state permit a delay on the reply from November 1 to November 8, at which time a special city council meeting would be held to consider the matter.

The above proposal was discussed with H. S. Coulter and Gary Potter who concurred that the state had no objection to Mayor Evans' proposal. I have so advised George Stubbert that the state would wait until November 8 for a reply.

AS/cw
Attach.

FILE: CON 5

Hon. William T. Evans
Mayor of Roseburg
City Hall
Roseburg, OR 97470

September 30, 1974

Dear Mayor Evans:

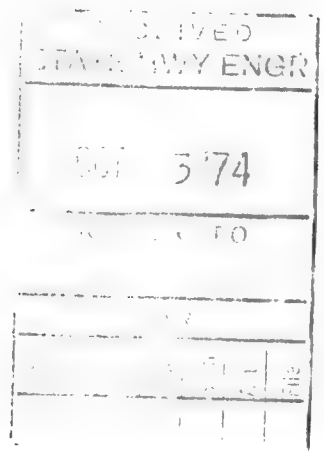
The Oregon State Highway Division received a letter from Mr. Stan Stafford, Parks and Recreation Director, dated September 4, 1974, which is attached, concerning the effects of utilizing Gaddis Park in the Garden Valley-Fairgrounds project. It was his opinion that the proposed action of the contractor "has no significant effect on public usage of that land since it is undeveloped as a park," and further, that "the park in its present condition is not of local or state significance."

Concurrence from the Roseburg City Council is requested to add legal support to Mr. Stafford's letter and hasten completion of this much needed improvement to the highway system. If we do not receive notification of your concurrence with Mr. Stafford's determination by November 1, we will conclude concurrence is not forthcoming.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer



AS/cw
Attach.

bc F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. L. Schroeder
J. H. Versteeg
G. A. Potter
C. T. Keasey
Walter Barrie
John Leahy

503—673-4457

CITY OF ROSEBURG

City Hall
ROSEBURG, OREGON 97470

September 4, 1974

TO: GARY POTTER; MANAGER, ENVIRONMENTAL SECTION

FROM: STAN STAFFORD, PARKS AND RECREATION DIRECTOR

SUBJECT: GADDIS PARK

The granting of an easement, through the area known as Gaddis Park, by the Roseburg City Council on June 10, 1974, to Spencer & Sons (see Exhibit A), has no significant effect upon the public usage of that land since it is undeveloped as a park.

Originally, this land was a part of a much larger parcel donated by the local citizens, to the US Government, for a Veterans Administration Hospital. When it was apparent the land needed by the Veterans Administration was far in excess of its requirements, this small section of land was turned over to the Bureau of Outdoor Recreation for a possible park site.

The Bureau of Outdoor Recreation, after determining that it had no national significance, sold it to the State of Oregon with conditions that the land be developed and used for park or roadside rest purposes.

The Recreation Section, of the Oregon State Highway Division determined it was not suitable for those purposes at a state level. In 1958 they proceded to lease it to the City of Roseburg (see Exhibit B). The lease made specific requirements for developments, if the City was to be given title to the property at the end of the lease, December 6, 1977.

Since that date, little or no development has occurred. At a meeting of the Parks and Playground Commission held May 8, 1973, (see Exhibit C), they adopted a new master plan for the park. The plan called for bicycle and hiking trails, an access road to the park, parking lot, restrooms and picnic areas.

Since that time, a number of conferences and a large amount of correspondence has occurred among the City of Roseburg, the State of Oregon and the US Bureau of Outdoor Recreation, concerning the development requirements. In the past six months, these agencies cane to a conclusion that the original requirements did not fit current conditions and an amendment was agreed upon establishing new priorities and developments, if the City was to obtain the title to the land. The agencies also agreed upon a time table for these improvements (see Exhibit D). The amendment (see Exhibit E) has been officially approved and signed by the Roseburg City Council, the State of Oregon and soon should be signed by the Bureau of Outdoor Recreation. The pending approval, by the Bureau, was confirmed by a phone call to Mr. Richard L. Winter, Chief of Land Use Coordination, NW Region, Bureau of Outdoor Recreation in Seattle. Mr. Winter is expediting the amendment.

The only development that has occurred within the park is .3 of a mile of a bicycle and hiking trail. The trail dead ends to the East at the Southern Pacific Railroad tracks and to the West is connected to a trail that crosses Oregon State Division of Highway land and then to Roseburg's Stewart Park (see Exhibit F). In 1973, the State of Oregon, Division of Highways, gave the City of Roseburg permission to build the trail across their land so existing trails could be connected to Gaddis Park. The permission was given with the stipulation that the trail would be closed off during the reconstruction of I-5. The trail was cut off in July 1974. This means, whether Spencer and Sons are permitted to use the easement or not, the trail will remain closed until construction has been completed.

On May 28, 1974, the Parks and Playground Commission recommended that the easement be granted to Spencer and Sons (see Exhibit G). The Commission was in favor of the easement because it would not only obtain the required improvements, but, in fact, would complete those improvements in advance of lease requirements.

The park in its present condition is not of local or state significance. Therefore, the lease to Spencer and Sons, will have no significant effect on the land usage, since it has not yet been developed as a park, as required by the Bureau of Outdoor Recreation. In fact, if the park is not developed, the area will revert back to the US Bureau of Outdoor Recreation. The easement will help expidite the park's development, give the City the title to the property and assuring the community a park in perpetuity.

Stanley E. Stafford
Parks and Recreation Director

ADDENDUM ATTACHED

OREGON STATE
HIGHWAY DIVISION

Roseburg, Oregon
September 27, 1974

S.D. Spencer and Son
P.O. Box 982
Roseburg, OR 97470

ATTN: Otis Jordan

Dear Mr. Jordan:

The Oregon State Highway Division requires your concurrence with the list of waste disposal sites and haul routes for material derived from Mt. Nebo, as listed and shown in the enclosed attachment. The Highway Division feels this list represents the complete list of major and mandatory sites, and includes those sites you have identified as well as the possibilities we know of. We require your concurrence to insure that our Supplemental Environmental Statement, to be published shortly thereafter, is as complete and accurate as possible. We will assume no response is synonymous with approval, if we do not hear from you to the contrary by Monday, October 7.

If you have additional new sites which you feel should be considered, the information listed below must be supplied to this office prior to Monday, October 14. We must have this information so our interdisciplinary team can investigate the proposed sites and appropriate documentation can be placed in the statement.

1. A map outlining the site.
2. A statement of land ownership at the site, including a copy of the deed(s).
3. The amount of material requested.
4. Site reclamation plans, and a statement of plans for future use.

R. L. SC

5. Details of plans to mitigate environmental impacts, such as effects on drainage, potential slides and aesthetics.
6. A list of permits needed and permits obtained--include copies of applications.
7. A list of contractor costs associated with using the site and a signed agreement between the contractor and land owner outlining the costs.
8. The zoning classification(s) of the site.

Your assistance in complying with the needs described in this letter are imperative if the environmental documentation is to be processed in proper and appropriate manner.

This list of sites is intended only to cover all alternate sites that should be considered for disposal of the excess material on this project.

The environmental documentation has no correlation to any modification in unit prices that may or may not be due you as the general contractor. It is only an environmental assessment of the alternate disposal locations.

Sincerely,

ORIGINAL SIGNED BY.

Alfred W. Bates,
Resident Engineer

cc: F.B. Klaboe
A.E. Johnson
H.S. Coulter
R.L. Shroeder
J.H. Versteeg
G.A. Potter
C.T. Keasey
W.L. Barrie
John Leahy
A.E. Shirley

LIST OF DISPOSAL SITES

Site Number	Name of Site
Mandatory Sites:	
5	South Fairgrounds Site
6	North Fairgrounds Site
10	Mercy Medical Center Site
Sites submitted by Contractor:	
4	Loosley-Allenby Site
9	Spencer Option/Gaddis Park/City Property Site
11	St. Joseph's Church Property Site
12	Brown Site
Other Sites:	
1	Sun Stud's Site
2	Shaner's Site
3	Loosley's Site
7	Hutchin's Mt. Nebo Site Complex
8	Hutchin's Oak Street Bridge Site
13	Morgan's Site

cc: OSHD
Region (Zotter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

NOTED
H. S. COULTER

REGION NO.	REPORT ON	DIVISION
10	Supplemental Draft EIS-Constr. Admin.	Oregon
DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-25&26-74	T.P.Lowe,Area Engr; A. Masuda, Trainee	I-5-3(95)124

IN COMPANY WITH
*See below

REMARKS

COPY SENT

SEP 30 1974

Washington

GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE SECTION
PACIFIC HIGHWAY
Environmental Review

On September 25, 1974, Allen Masuda and I attended the design study committee on the subject draft EIS. I was quite concerned that nobody attended the study committee from the State's construction section or from the Region. This project is currently under contract and the supplemental is being written to evaluat e the contractor's proposed waste disposal site. It is extremely important that procedural commitments made in the supplemental EIS complement the State's position in administering the contract with Spencer & Son.

I made several major suggestions: They are:

1. Organization: The supplemental EIS combines a brief history and portions of the original EIS and then addresses all of the potential waste sites that are known to date along with the haul roads. Descriptions of the sites and haul roads along with environmental impacts of each and mitigating actions are addressed in one section. It is extremely difficult to follow. I recommend that each site and its associated haul road be addressed in a single section of the report. George Ramjoy agreed.

2. State's Liability: I expressed concern that the State was inviting landowners to present proposed sites directly to the State Highway Division. I pointed out the contract requires the contractor to propose waste sites. Also I was concerned that 13 sites are being addressed when the contractor has only proposed in writing one or two sites to date. I am concerned from a contract administration point of view. The matter of responsibility to furnish a waste site became the main issue discussed at the study committee. It became apparent that there was not good coordination between the Construction Section, Regional and the Environmental Section.

(more)

RECEIVED
OCT 1 1974
State Highway Engineer

In a closeout conference with Gary Potter, it was agreed that a conference would be held with the Construction Section, Environmental Section and FHWA to explore the State's position concerning liability and the State's plan in administering this complicated project. Until these decisions are reached, it is not possible to prepare a supplemental EIS.

Several other minor items were discussed such as noise impact and the Park Director's authority to act for the City of Roseb urg. I was advised that information on noise will be included in the final statement and that the State will determine as soon as possible the Park Director's authority concerning the significance of Gaddis Park.

On September 26, 1974, Messrs. Cusack, Hossner, Masuda and I met with Messrs. Coulter, Potter, and Zinn to discuss the matter of coordinating the supplemental EIS and contract administration on this project.

Mr. Cusack requested the State determine the Park Director's authority concerning his statement that Gaddis Park is of no Federal, State or Local significance. Mr. Potter agreed to work with the State's legal staff on this matter. If the Park Director's opinion requires concurrence of the City Council, Messrs. Potter and Coulter agreed to either send the City a letter requesting Council action by November 1 or instructing Bud Shirley to carry this message directly to the Council in person.

Mr. Cusack then expressed our concern that the State may be assuming more liability than they should be in determining the appropriate waste site. Mr. Cusack recommended the State in writing request the contractor to submit again in writing his proposed sources so that it will be clear to the contractor that the responsibility of locating a materials waste site rests with him. Also, this will prevent the contractor from waiting until a later time to submit another source which would then require another time delay to prepare, circulate and evaluate another supplemental EIS.

It was generally agreed that the State is probably liable for delay damages due the contractor during the period of time in which the State is preparing a supplemental EIS to make a decision concerning its proposal of Gaddis Park. In other words, the State inherently has the prerogative to reject or accept the contractor's proposed site; ~~therefore~~ However, the unusual time delay required to go through the EIS process and make the decision seems a liability of the State. However, it is not the State's responsibility to locate a waste site for the contractor should Gaddis Park ultimately be rejected.

Mr. Coulter agreed that the State will send the contractor a letter requesting his proposed waste sites in the near future.

#9003

33277

In the CIRCUIT Court of the State of Oregon

for the County of Douglas

CLAUDIA MORGAN

vs. *Plaintiff*

OREGON STATE HIGHWAY COMMISSION
and JOHN J. JENSEN, co-partner
dba JENSEN DRILLING CO.,

Defendant

No.

SUMMONS

To George M. Baldwin, Administrator
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Defendant

IN THE NAME OF THE STATE OF OREGON: *You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff..... will apply to the court for the relief demanded therein.*

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within *-20-.....days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county of the state, insert "20" days.

BABCOCK, ACKERMAN & HANLON and D.R. DIMICK

By: /s/ D. R. Dimick

of *Attorney S.. for Plaintiff*.....

STATE OF OREGON, County of.....)ss.

I, ..., *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

....., *Oregon,*

dated the ..... day of..... ....., 19.....

of Attorneys for Plaintiff.....

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant..., ...

.....

and a copy of the within summons only upon the other defendant..., ...

.....

.....

of Attorneys for Plaintiff.....

LAW OFFICES
D. R. DIMICK
ATTORNEY FOR PLAINTIFF
318 PACIFIC BUILDING
ROSEBURG, OREGON 97470
PHONE (503) 673-4469

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

CLAUDIA MORGAN Plaintiff vs. OREGON STATE HIGHWAY COMMISSION and JOHN J. JENSEN, co-partner dba JENSEN DRILLING CO., Defendants	Case No. _____ C O M P L A I N T

Plaintiff alleges:

I

That at all times herein mentioned, defendant Oregon State Highway Commission was and now is an agency of the State of Oregon charged by law with the power, duty and responsibility of constructing, repairing and maintaining the highways of the State of Oregon and at all times material herein was in control of said highways and their necessary appurtenances and their use.

II

That at all times herein mentioned defendant John J. Jensen, co-partner doing business as Jensen Drilling Co., hereinafter called Jensen Drilling Co., was and now is a co-partnership consisting of John J. Jensen, John James Jensen, Jerald J. Jensen, and Jeffrey J. Jensen, all of whom had assumed and filed with the appropriate governmental agency an assumed business name known as Jensen Drilling Co.; that at all times material herein defendant Jensen Drilling Co. was engaged in the State of Oregon in the construction business and particularly in the business of drilling and extracting from the earth, core samples for use by the Oregon State Highway Commission and other firms and corporations in connection with estimates and awarding of bids for projects for the reallignment, construction and maintenance of Oregon highways.

LAW OFFICES
D. R. DIMICK
318 PACIFIC BUILDING
ROSEBURG OREGON 97470
TEL. (503) 673-4469

III

That at all times material herein, Interstate Highway No. 5 was and is a state highway extending generally in a northerly and southerly direction through the City of Roseburg, Douglas County, Oregon.

IV

That on or before September 20, 1973 and particularly during the weeks of September 10 and 17, 1973, the State of Oregon and particularly the Oregon State Highway Commission, owned and was in control and possession of real property adjacent to said Interstate 5, which was a part of and what is commonly known as Mt. Nebo, near the entrance way on-ramp to the said highway south from the City of Roseburg.

V

That said property and right-of-way consisted of a steep hill composed principally of rock and earth and on which steep hill there were large rocks and boulders which were in constant danger of being dislodged by any activity on the hillside.

VI

That said Highway Commission and said Jensen Drilling Co. were each well aware of the condition of said property and the fact that there was constantly extreme danger of rocks and boulders falling precipitously down onto Interstate 5 and damaging vehicles and persons lawfully using said highway.

VII

That defendant Jensen Drilling Co. before September 20, 1973 had entered into a contract with defendant Highway Commission to do certain preliminary work preparatory to the relocation and construction of the highway, which would consist principally of constructing a road and moving onto the road and the

LAW OFFICES
D. R. DIMICK
318 PACIFIC BUILDING
ROSEBURG, OREGON 97470
TEL. (503) 673-4469

side of said hill, large and heavy drilling equipment and to engage in drilling operations; that said defendant Jensen Drilling Co. was in joint possession and control of the property above described with the defendant Highway Commission, and was well aware of the condition of the property and the dangers it presented as above alleged.

VIII

That on or before September 20, 1973 defendants, acting by and through their agents and employees, were engaged in work on the above-described property adjoining said highway.

IX

That on September 20, 1973 plaintiff was driving her car south on said highway in the right-hand lane of traffic, when suddenly and without warning, rocks and boulders were caused by the negligence of the defendants, to roll down the hill on the property above-described, which rocks and boulders crashed into her vehicle and caused her injuries as hereinafter described.

X

That at the time of and before the infliction of plaintiff's injuries, defendants and each of them were careless in one or more of the following particulars:

1. Defendants loosened rocks and boulders which were otherwise secure, thereby causing or permitting the rocks and boulders to crash down upon the highway;

2. Defendants failed to stop or divert traffic from that area of the highway, which was directly exposed to the danger and hazzard of falling rocks and boulders;

3. Defendants failed to warn persons lawfully using said highway, and

LAW OFFICES
D. R. DIMICK
318 PACIFIC BUILDING
ROSEBURG, OREGON 97470
TEL. (503) 673-4469

particularly the plaintiff, of the dangers present and that the rocks and boulders so loosened were likely to roll down the cliff and crash upon the highway;

4. Defendants failed and neglected to erect a suitable fence, shield, or other barrier to prevent the rocks and boulders from crashing upon said highway and the vehicles and persons using the same;

5. Defendants failed and neglected during their activity on Mt. Nebo, to remove or otherwise secure the rocks or boulders so as to prevent them from falling upon the highway;

6. Defendants on the evening of September 19, 1973, removed the barrier from the outside or right-hand traffic lane at a time when defendants knew or in the exercise of reasonable care should have known, that rocks and boulders would likely fall from the area where the work and drilling activity had taken place and thereafter be hurled down the cliff and upon the right-hand traffic lane and upon plaintiff and other vehicles lawfully using said highway.

The aforesaid careless and negligent acts and omissions on the part of the defendants, and each of them, were the sole and proximate cause of the injuries received by plaintiff as hereinafter more particularly set forth.

XI

That as a proximate cause and consequence of the negligent acts and conduct of the defendants, and each of them, in one or more of the particulars hereinabove alleged, plaintiff was caused to suffer physical pain and shock, together with injury and damage to the lumbo-sacral portion of her spine, with associated nerve root irritation and with pain radiating from her low back into her hips and lower extremities; that plaintiff suffered headaches and injury and damage to her right shoulder and neck; that plaintiff suffered severe muscle

LAW OFFICES
D. R DIMICK
318 PACIFIC BUILDING
ROSEBURG, OREGON 97470
TEL. (503) 673-4469

spasm in her low back; that plaintiff has been required to seek medical treatment and has been rendered sick, sore, nervous and distressed; that plaintiff's injuries are permanent and she has been generally damaged in the sum of $18,500.00.

XII

That as a proximate cause and consequence of the negligent acts and conducts of the defendants, and each of them, in one or more of the particulars hereinabove alleged, plaintiff has been required to incur expenses for medical care, medicine, doctors, xrays and related expenses in the sum of $523.00.

XIII

That at the time of the collision between the rocks and boulders, and plaintiff's car and her person, plaintiff was 46 years of age with a life expectancy under the Standard Mortality Tables of 29.54 years.

XIV

That within 180 days of said occurrence, plaintiff made demand on defendant Highway Commission for damages, in written notice, stating the time, place and circumstances of the occurrence.

WHEREFORE plaintiff demands judgment against the defendants and each of them, for the sum of $18,500.00 general damages, for the further sum of $523.00 special damages, and for her costs and disbursements.

BABCOCK, ACKERMAN & HANLON and D. R. DIMICK

By: _____
D. R. Dimick, of Attorneys for Plaintiff
318 Pacific Building
Roseburg, Oregon
Phone: 673-4469

LAW OFFICES
D. R DIMICK
318 PACIFIC BUILDING
ROSEBURG OREGON 97470
TEL (503) 673-4469

STATE OF OREGON
County of Douglas } ss.

I, Claudia Morgan swear or affirm I am the Plaintiff and I believe the foregoing Complaint to be true.

/s/ Claudia M. Morgan

Subscribed on oath or affirmation before me this 19th day of September, 1974.

(SEAL)

/s/ Norma G. Hogg
Notary Public for State of Oregon
My Commission Expires: 1-10-77

I certify that the foregoing Summons and Complaint is a true, exact and full copy of the original.

Dated: September 19, 1974.

/s/ D. R. Dimick
Attorney for Plaintiff

I certify that on _____, 19____, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____ by leaving the copy with his clerk in his absence at his office at _____, Oregon.

_____
Attorney for _____

I certify that on _____, 19____, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____.

_____
Attorney for _____

I certify that I served the foregoing _____ on _____ by depositing a true, full and exact copy thereof in the United States Post Office at _____, Oregon on _____, 19____, enclosed in a sealed envelope, with postage paid, addressed to:

Attorney(s) of record for the _____.

_____
Attorney for _____

LAW OFFICES
D. R. DIMICK
318 PACIFIC BUILDING
ROSEBURG, OREGON 97470
PHONE (503) 673-4469

5003

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

September 16, 1974

Mr. Hiroshi Matsuno
Nichimen Co., Inc.
235 Montgomery Street
San Francisco, CA 94104

Re: Hospital Bridge
Garden Valley Road-
Fairgrounds Interchange
Contract 8003

Dear Mr. Matsuno:

This will confirm our telephone conversation of September 16, in which we discussed a method of billing for tests performed in Japan at Oregon's expense.

The Special Provisions provide for the tensile testing of certain plates at the expense of the State of Oregon. The cost of magnetic particle inspection is also an obligation of the State. There may be other occasions in which Mr. Rief may find it desirable to hire outside services. Normally we would pay for these testing and inspection services with a Field Purchase Order. However, I believe in Japan other arrangements would be necessary.

It was our thought that the payment for such outside work would be simplified if all such charges were billed by the Japanese companies involved to Japan Steel Tower. JST would in turn bill the State of Oregon. This arrangement has the approval of our Finance Section and, from our conversation, I understand that you believe JST would also accept this proposal.

The actual details would have to be worked out by Mr. Rief when he gets to Japan and makes arrangements for the testing and inspection work.

If you have any additional comments I would be happy to discuss them with you.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

RECEIVED
SEP 17 1974
Office of
Assistant State Highway Engineer

cc: H. S. Coulter
W. J. Hart
V. E. Skoog
E. J. Rief
H. A. Schell

#9003 9-16-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(95)124

STATE PROJECT NO.
GARDEN VALLEY ROAD - FAIRGROUNDS INTERCHANGE SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-775

COUNTY NAME
DOUGLAS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
9104

RECEIVED
STATE HWY ENGR
SEP 18 '74
REFER TO
FOR
Info | Inves | N/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 16, 1974	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

NOTED
A. E. JOHNSON

NOTED
R. L. SCHROEDER

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR OREGON WATER CORPORATION'S WATER MAIN EFFECTIVE SEPTEMBER 16, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $4,500.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENT.

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PR-1240 DATED APRIL 8, 1974 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED JUNE 29, 1973 AND PPM 30-4.1 DATED NOVEMBER 29, 1972.

WE APPROVE THE AGREEMENT WITH THE OREGON WATER CORPORATION CONSISTING OF YOUR NOVEMBER 7, 1973 UTILITIES AND RAILROAD ATTORNEY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S SEPTEMBER 4, 1974 LETTER.

RECEIPT OF MR. GARY KENNEN'S JULY 2, 1974 CERTIFICATION OF THE OREGON WATER CORPORATION'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-16-74	[signature]	DIVISION ENGINEER

ORIGINAL TO Julien Bates
Copy - Chidsey 9-19-74

FORM PR-1240 REV. 8-72 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

STATE COPY

cc: OSHD (H S Coulter)
~~Region (Zotter)~~
Region (Zotter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1/2/74

INSPECTION REPORT

Howe
Hoesner
Baker

NOTED
H. S. COULTER

REGION NO.	REPORT ON	DIVISION
10	Waste Disposal Site	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
9-13-74	T. P. Lowe, Area Engineer	I-5-3(95)124

IN COMPANY WITH Al Bates, Res Engr; J. X. Wilson, Reg Constr Engr; Eb Engleman, Regional Environmentalist; all OSHD.

COPY SENT

REMARKS

SEP 2 1974

COPY SENT

Washington

SEP 26 1974

GARDEN VALLEY ROAD--FAIRGROUNDS SECTION
SOUTH UMPQUA BRIDGE
Pacific Highway

The contractor, through tentative agreement with Douglas County, has proposed to waste an additional approximately 200,000 CY on various sections of the Fairgrounds property. The contract provided for some mandatory fill in the Fairgrounds area. Generally, the contractor proposes to fill the entire river frontage to allow additional parking. The contractor has requested the State pay $0.30-$0.35/CY additional compensation for the differential haul between this waste site and the proposed Gaddis Park site which presently is under court injunction. It is my understanding that the County has agreed to pay the contractor to perform the necessary grading work within the Fairgrounds property. The contractor said he intends to protect the entire fill area with adequate riprap to prevent erosion from the flooding South Umpqua.

Directly south of the Fairgrounds buildings to the south side of the river there is evidence of minor sluffing two agricultural ~~fills~~ fields. It appears that during last year's flood the water saturated parts of these fields and when it withdrew it pulled some vertical banks in. Apparently, the County intends to purchase the land and then resell the property with some restrictions concerning development and encroachment in the river. Mr. Lenz, Hydraulics Engineer for the State Highway Division, has reviewed the site and I was told he did not feel that the fill proposed by the contractor would be detrimental to any of the property along the river. I was advised Mr. Lenz is preparing a formal report to that effect.

In reviewing the site, I could see three major areas of concern:

1. The hydraulic effects to the river,

2. Possible contempt of Burn's court decision putting an injunction against any filling of the Gaddis Park area, and

3. The question concerning the State's liability to pay for a differential haul cost between the contractor's requested source at Gaddis Park and this source at the Fairgrounds.

(more)

SEP 27 1974

The State's formal report concerning potential hydraulic effects from the proposal should be sufficient to make a decision concerning that matter.

Via telephone, Mr. Zotter advised the State attorneys should write Judge Burns and Mr. Merten explaining what they intend to do at the Fairgrounds site to insure that the court does not object. He also stated that it was his opinion that filling in the Fairgrounds area would not violate any existing outstanding court injunction. Mr. Zotter said he had discussed this matter previously with the State attorneys and they agreed to write a letter to the Court. I related Mr. Zotter's advice to Mr. Wilson and Mr. Shirley, adding that our decision to concur or not concur in this proposal would be made following the State's written legal recommendations.

The matter of the State's liability to pay any additional costs the contractor may incur due to the court injunction against the Gaddis Park site becomes quite complex. The contract states that it is the contractor's responsibility to obtain a waste site and the State must approve this site. The State inherently has the right to accept or reject any such proposed site by the contractor; however, in this case the State has not made a decision due to the court action and the ensuing environmental assessment which is presently being processed. It is the feeling of the Region that during the period of time that the environmental assessment is being processed that the State is liable for any delay damages the contractor may receive. While I agree with this logic, it may not be proper to extrapolate the delay liability to agreeing to pay differential haul costs to any other site the contractor may propose. If the State ultimately denies the Gaddis Park site based on findings from the environmental assessment which are well founded, then the matter of liability following that decision is questionable, However, if the State now agrees to pay differential haul costs, these haul costs, of course, would go on and this would also set a precedence for paying other differential haul costs to other sources and probably additional delay to the contractor beyond the control of the State.

It is my opinion that the matter of contract liability is complex enough to warrant legal interpretation and recommendation from the State's legal staff. I suggest we review this matter with our attorneys before concurring in or denying liability.

In addition to the proposed Fairgrounds waste site, I was advised that the contractor has a list of approximately 50 private citizens in the area who desire small quantities of rock from Nebo for private purposes. The quantities vary from very small to approximately 4,000 CY. The State has not made a decision advising the contractor of what he could

(more)

do concerning these private purchases. I was advised that the Region requested the State's legal section's advice in this matter; however, no decision has been reached. I told Mr. Shirley that I would make a decision concerning our concurrence in the contactor selling rock to private individuals following the State's written recommendation supported by legal opinion.

At present the Region is being held up in administering this contract pending advice from their legal section. It seems sufficient time has passed for the legal section to make their recommendations. Further delay may be quite expensive. I can only recommend that we withhold participation in valid contract delayed claims which precipitate due to unreasonable time delays for the State to make decisions requiring legal interpretations and advice.

FORM A-108—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11 11/26/74

Project Name Garden Valley Rd.-Fairgrounds Interchange Date September 12, 19 74

Highway Pacific Contract No. 8003 F. A. Project No. I-5-3(95)124

County Douglas Prefix 610-1044 Account No. 274

Description of Work To Be Done:

Install & Remove State Furnished
Neon "SLOW" sign

Location by Station Numbers:

Station 2653+00

Estimate of Quantities and Costs:

Materials	$1,200.00
Labor	800.00
TOTAL	$2,000.00

Explanation:

The project plans have a SLOW sign for Southbound traffic and none for Northbound traffic.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$12,759,847.38
Present estimate of project cost, including $2,000.00 for work under this order	$12,759,847.38
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or ~~Office~~

Form F-206—6M 8003 1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Garden Valley Rd.-Fairgrounds Intr. Date September 9, 1974

Highway Pacific Contract No. 8003

County Douglas Prefix 610-1044

Contractor S.D. Spencer and Son F. A. Project No. I-5-3(95)124

Address 4614 N.E. 72nd Ave. Vancouver, WA 98661 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Miscellaneous Extra Work required during the installation of temporary traffic signals for Roseburg High School on Harvard Ave.

Location by station numbers:

Station "H" 5+00 to "H" 6+00

Estimate of quantities and cost:

Labor	$ 500.00
Equipment	200.00
Materials	600.00
TOTAL	$1,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work required was in addition to that called for by the plans and specifications. Applicable unit price bid items were not available in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,759,847.3
Present estimate of project cost, including $1,300.00 for work under this order	$12,759,847.3
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Construction

AD

SP*23577-734

FORM PR-33A
(REV. 3-68)

OSHD (Coulter)
Wash DC (HH)-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Douglas	Oregon

Date of Inspection	Inspection Made By	Project No.
	T. Lowe, Area Engineer Original Signed by T. P. LOWE	I-5-3(95)124

In Company With

Location
Garden Valley Rd. - Fairgrounds Interchange

Contractor Name and Address
S. D. Spencer & Son, Vancouver, Washington

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
4-22-74	$12,449,345	a. 60 C.D. b. 800	5-4-74	6-24-74

Quality of Work	Progress of Work	Time Elapsed	Work Completed
		%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Paving Structures Signing Illumination	6203	2.335	Base 16" Surface 6"	16" 6"	Variable 84-32

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Steel truss	X032	0.229
Conc. Girder	X221	

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

COPY SENT

SEP 04 1974

Washington

GARDEN VALLEY ROAD
FAIRGROUNDS INTERCHANGE
Grading, Paving, Structures, Signing, and Illumination

Project Description

The project involves widening and realigning to upgrade the existing four lane facility to Interstate Standards. The project includes grading and paving four 12-foot lanes with a 16-foot median and 10-foot shoulders; revising the Harvard Avenue and Fairgrounds Interchanges; constructing five bridges, 20-foot frontage road, and a bikeway; and installing traffic control signals, linear and interchange illumination, and signs.

RECEIVED
SEP 5 1974
Office of Assistant State Highway Engineer

NOTED
H.S. COULTER

Project History

Public Hearings: Combined Corridor/Design 2-20-69 and 3-17-70

Location/Design: FHWA approval 7-2-70

REPLACES PR 33A(1) REV. 5-64, WHICH WILL NOT BE USED.

A-95 Review: Approval letter 4-17-70

EIS: Accepted by U.S. DOT 12-11-73

Program Approved: 2-28-74 FHWA

P S & E Authorized: 3-1-74 FHWA

Contract Awarded: 4-23-74
: S. D. Spencer & Son
Vancouver, Washington

Work Started: 6-24-74

After contacts with the State and local people of Roseburg, we gave approval on September 18, 1973 for a bikeway with a lower elevation than the roadway throughout the project.

On June 10, 1974 a suit was filed in the U.S. District Court by Mr. Paul Jackson of Roseburg for a Preliminary Injunction to prevent the removal and disposal of material from Mt. Nebo and the removal of gravel from the South Umpqua River in Roseburg. The complaint raised the question of whether the EIS was adequate, whether the alternatives were covered adequately, and whether the EIS was properly circulated.

On July 19, 1974 the State released a report on the "Environment Assessment of Waste Disposal Sites and Haul Routes" to satisfy the points brought out in the suit.

On July 26, 1974 Judge Burns ruled that the EIS and the followup assessment were not adequate. Judge Burns granted the injunction but qualified it to prevent the haul and disposal of material to site 9, Gaddis Park--the main area of concern. Judge Burns also ruled that the temporary South Umpqua River crossing, which was to be used for the haul to site 9 and the construction of the permanent bridge, could be constructed only to allow the bridge construction to proceed.

The State is currently compiling a supplemental EIS to update and give a more thorough look at the environmental aspects of this project. This Supplemental EIS will be processed as if it were an original statement. The City of Roseburg has been contacted and informed that site 9, Gaddis Park, has been ruled a 4F location, and a statement from them that it is of no significant use in its present condition was needed in order to allow the disposal of material there. Due to the time involved in studying and writing this report and the specific time requirements for circulating on EIS, the project will be delayed. We have agreed with the State to participate in any delay costs.

-more-

The construction is proceeding in the areas that are not restricted by the court injunction.

Construction:

The contractor proposed that in lieu of maintaining traffic on Bellows Street during construction that a detour tie Bellows Street to Harvard Avenue on the east side of I-5. Advantages are less congestion and inconvenience to the road user (which includes numerous school buses daily), reduced traffic control costs to the State, and a more efficient construction operation for the contractor.

Rough estimate:

State costs:	Signal Installation	$20,000
	Salvage	10,000
	Net	10,000
Savings:	Reduced estimated traffic control costs	12,000
Contractor Cost to Construct Detour		7,000
Savings estimate only for more efficient construction operation on the Bellows Street str.		10,000

The proposal is advantageous to all concerned—contractor, State, and road users.

The contractor indicates agreement to split the costs (i.e. net signal cost to State of $10,000, plus detour construction cost to the contractor of $7,000).

I agreed with the concept and the State will prepare detailed estimates to establish a lump sum price agreement for our approval.

The contractor requested traffic south of Harvard Avenue be restricted to two lanes. The contract requires three lanes of traffic in this area. The State has determined that the reduced Interstate traffic volume can be handled with two lanes. (The traffic is less than anticipated when the plans were being prepared)

Maintaining three lanes would require the contractor construct a fill into the high-water area of the South Umpqua at an estimated cost of $70,000.

-more-

Even with three lanes, falling rock from the face of Nebo would pose an intolerable safety hazard to traveling public. Recent experience has lead the State to believe that it is not practical to keep fragmented surface rock on the steep mountain face during excavation.

The State proposes that two through-travel lanes be moved as far east as possible without filling into the South Umpqua and a rock barrier be constructed just west of these lanes.

I indicated agreement to this concept. The State will prepare a detailed cost estimate in support of a price agreement to 1) construct two 20-foot through lanes east of the present center line, and 2) construct a rock fall barrier approximately at the present center line. The State will receive credit of approximately $70,000 for allowing elimination of a third lane in this area.

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

AID PROJECT NO. I-5-3(95)124

STATE PROJECT NO. GARDEN VALLEY ROAD – FAIRGROUNDS ROAD SECTION

COUNTY NAME: DOUGLAS

PROGRAM NO.

ITEM NO. I-775

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 30 74
REFER TO
FOR
Insp | Invest | Aud | DJR | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	AUGUST 29, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF ROSEBURG'S FIRE HYDRANTS EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $1,521.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT — NOTED E. S. HUNTER

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PR-1240 DATED 4-8-74 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE FEBRUARY 28, 1974. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE CITY OF ROSEBURG CONSISTING OF YOUR REGIONAL UTILITIES AND RAILROAD ENGINEER'S LETTER, VERBAL NOTICE OF CONFLICT, CITY OF ROSEBURG'S JULY 18, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S AUGUST 9, 1974 LETTER.

ORIGINAL TO
L. W. Ruhser
9-3-74

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-29-74		DIVISION ENGINEER

STOCKS OF FORM PR-1240 (REV. 6-68)

8003

August 26, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Garden Valley-Fairgrounds Road Interchange
Pacific Highway (I-5), Douglas County
Contract 8003

Your August 22 letter approved sending state personnel to Japan to inspect steel fabrication of the Hospital Bridge across the Umpqua River for the subject project.

Fabrication will be by Japan Steel Tower Co., Ltd., at their Wakamatsu plant. The plant address is:

1-7-1 Kitahama, Wakamatsu-Ku
Kitakyushu City, Fukuoka

Phone - Area Code 093 761-2131

Relative to the cost of inspection, Mr. Walt Hart received a verbal quote from Mr. Don Scott of Pittsburgh Testing Lab which included $1,200 mobilization fee and a $875 per week inspection fee. This totals $24,000 for a 26-week period. The cost of placing a state inspector in the plant is estimated to be the same.

It is anticipated that Mr. Rief will leave for Japan the first part of September.

RWE:dh ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
Walt Hart
John Jenkins
V. E. Skoog
C. T. Keasey

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 22, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-3(95)124
Garden Valley-Fairgrounds Road Section
Steel Inspection

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

Mr. Hart's August 15 letter requested approval of sending State personnel to Japan to inspect the steel fabrication of the Hospital Bridge across the Umpqua River. We agree that inspection agency work on steel fabrication has been less than adequate and the cost you quote is not out of line with similar quotes from respectable inspection agencies.

Please furnish us with the support information and where the fabricating is to be accomplished.

We approve of State forces completing the inspection of this steel as being in the public interest.

G. L. Green

RECEIVED
AUG 23 1974
Office of
Assistant State Highway Engineer

Form 4-105—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

D. K. Hosmer
Dist. Engineer
11/26/74
Order No. 10

Project Name Garden Valley- Fairgrounds Intr. Date August 22, 1974, 19

Highway Pacific Contract No. 8003 F. A. Project No. I-5-3(95)124

County Douglas Prefix 610-1044 Account No. 274 170

Description of Work To Be Done:

Signalize detour (See P.A. #11)

Location by Station Numbers:

"H" 5+00 to "H" 10+00

Estimate of Quantities and Costs:

Labor	$2,500.00
Rental	300.00
Materials	$17,200.00
Estimated Salvage Credit	-10,000.00
Expected Cost	$10,000.00

Explanation: Signalize detour to prevent disruption of school bus traffic during construction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 12,759,847.30

Present estimate of project cost, including $ 10,000.00 for work under this order $ 12,759,847.30

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . . %

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

J.C. Zitzewitz
Comp

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: [signature] ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

Construction

State Printing

8003

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE: August 20, 1974

TO: C. W. Head
Commission Services

FROM: F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT: Garden Valley Rd.-Fairgrounds Int. Sec.
Contract 8003, Pacific Highway
Structural Steel Inspection

This contract includes widening the I-5 bridge (Hospital Bridge) across the Umpqua River at Roseburg. The contractor has notified us that fabrication of the required structural steel will be in Japan. In the past, when we have used the services of a commercial inspection agency for structural steel inspection in distant locations, the results have been less than satisfactory.

To obtain satisfactory inspection on this project, it is our desire to send an experienced and qualified state inspector to the fabricating plant in Japan. Our estimate of cost for such inspection for a six-month period is $23,400 which is the same as quoted by a commercial inspection agency we have used previously.

This expense will be charged against the project engineering fund in the usual manner. We have tentative FHWA approval for this action.

Approval for this inspection was given by Chairman Jackson on August 20, 1974.

cc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. coulter
C. T. Keasey
W. J. Hart
V. E. Skoog
L. W. Rullen
Gary Sund
R. E. Whipps

RWE:dh cm

EXECUTIVE DEPARTMENT

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

J. N. PEET
Director

August 15, 1974

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
Highway Division
Department of Transportation
140 Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We are approving your request of August 14, 1974 for a special per diem allowance of $45 per day for the inspector's trip to Japan for a six-month period. We are also approving your request for an increase of $11,600 in the Highway Division's out-of-state travel account.

This special rate is approved for this trip only. Please submit an out-of-state travel authorization covering the trip.

Sincerely,

D Crystal Mitchell

D. Crystal Mitchell
Assistant to the Administrator
Budget Division

DCM:cj

RECEIVED
AUG 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#9003 8-17-74

RECEIVED
STATE HWY ENGR
AUG 20 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Civil Suits Delay Mt. Nebo Project

Otis Jordan, superintendent for construction with S. D. Spencer and Son on the Mt. Nebo-Interstate 5 project, told the Roseburg Lions Club Thursday night at Chin's Cafe that his company had hoped to complete the initial phase of removing rock from Mt. Nebo by the end of this year.

However, because of delays brought about by civil suits, this will not be possible. Also the project completion date set for the end of 1975 will be extended, he said.

Jordan called attention to the fact his company will be spending about $6 million in the Roseburg area, which, he said, should be a big boost to the local economy.

He said that, on the basis of a U.S. District Court ruling, the project definitely will go ahead, but an impact statement on waste disposal areas, which the state is now preparing, will take about 90 days to complete. In the interim the contractor will be filling road beds and other areas at Mercy Hospital and the Douglas County Fairgrounds already agreed to in the project contract.

Present with Jordan was Al Bates, resident engineer with the State Highway Division. Speaking briefly Bates commented that as an engineer he has tackled many projects but the Mt. Nebo job was the most challenging.

Bates said, "I always wanted to do this job as it seemed to be one of the most difficult." Then he added, with tongue in cheek, referring to the legal obstacles encountered "I wasn't wrong." Instead of working on the job we divide our time on how to do it."

Additional guest speakers were Mrs. Steve Koch of Diamond Lake and Mrs. Lee Amos of Toketee, who discussed the CREST Search and Rescue organization of the North Umpqua region.

They described the CREST organization, which stands for Cascade Rescue Emergency Service Team. They said the group was formed to handle emergency situations in the North Umpqua area. More than 30 such emergencies have occurred this past year.

The members — both men and women — have given freely of their own time and money to take special training to qualify them for the work, which has been increasing both summer and winter with increased winter sports activities, they said.

The principal need currently, they pointed out, is an ambulance. They have a donated four-wheel rig, but this needs outfitting. The group is attempting to raise funds to acquire an ambulance, the two women said.

The News-Review

A. D. Addison, Publisher
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Phone 672-3321

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SUBSCRIPTION RATES
BY CARRIER

1 month	$ 3 25
6 months	$19 50
1 year	$39 00
BY MAIL (In Douglas County)	
1 month	$3 50
6 months	$21 00
1 year	$42 00
BY MAIL (Outside of Douglas County)	
1 month	$ 3 75
6 months	$22 50
1 year	$45 00

NOTED
H. S. COULTER

Aug. 17, 1974

8003

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 15, 1974

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Garden Valley Rd.-Fairgrounds Int. Sec.
Contract 8003, Pacific Hwy.
Inspection - Structural Steel Inspection

The subject contract includes widening the I-5 Bridge (Hospital Bridge) across the Umpqua River at Roseburg. The contractor has notified us that fabrication of the structural steel required will be in Japan. In the past, when we have used the services of a commercial inspection agency for structural steel inspection in distant locations, the results have been less than satisfactory.

To obtain satisfactory inspection on this project, it is our desire to send an experienced and qualified State inspector to the fabricating plant in Japan. Our estimate of cost for such inspection for a six-month period is $23,400 (See attached). This is the same as quoted by a commercial inspection agency we have used previously.

A State Force Order will be written to charge this expense against the project engineering account.

Your approval of this action for federal participation is requested.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE/dh/ag
Attach.
cc E. S. Hunter
L. W. Rulien
V. E. Skoog

RECEIVED
AUG 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Garden Valley Rd.-Fairgrounds Int.
Pacific Highway
Contract 8003
Structural Steel Inspection

Estimate of cost for inspection of structural steel at fabrication shop in Japan:

Transportation (To Japan and Return)	$ 1,200
Per Diem - 180 days @ $45	8,100
Salary - 6 mo. @ $1,500 + 31% load	11,790
Postage and Phone	200
Miscellaneous 10%	2,110
Total	$23,400

This total cost is verified by the commercial agency's quote.

Based on our conversations with persons acquainted with the cost of living in Japan, the following breakdown of the per diem allowance is reasonable:

Meals - 30 @ $15	$ 450/Mo.
Daily trans. by taxi - 27 @ $11.50	311
Apt. rent - $300/Mo.	300
Deposit - $160 for 6 Mo. (Nonrefundable)	23
Finder's fee - $300/Mo. (Nonrefundable)	43
Passport - $13	2
Hospitalization Ins. - $26/Mo.	26
Subtotal	$ 1,155/Mo.
Miscellaneous 15%	173
Total	$ 1,328/Mo.

$1,328 divided by 30 days = $44.27/day
Use $45.00/day

8003

August 14, 1974

Mr. Jon Yunker
Budget Analyst
Budget Division
Executive Department
240 Cottage Street, S. E.
Salem, OR 97310

Dear Mr. Yunker:

Garden Valley Road-Fairground
Interchange Section
Pacific Highway
Contract 8003
Structural Steel Inspection

Under the terms of Oregon State Highway contracts, inspection of structural steel fabrication is the responsibility of the State Highway Division. In the past when fabrication was done at locations far distant from Oregon, commercial inspection agencies have been engaged to do this work. The results from using these agencies have been less than satisfactory.

The subject contract involves approximately 575 tons of structural steel for the I-5 bridge (Hospital Bridge) across the Umpqua River at Roseburg. The commercial inspection agency we previously used has quoted a price of $2,000 for move-in plus $850 per week. For a six-month period this amounts to $24,100.

In lieu of this, it is the Highway Division's desire to send our own inspector to Japan. This would insure proper inspection of the fabrication, produce a more satisfactory job, and cost no more than commercial inspection. An estimate of cost for state inspection for a six-month period beginning mid-September, 1974 is as follows:

Transportation (To Japan and Return)	$ 1,200
Per Diem - 180 days @ $45	8,100
Salary - 6 mo. @ $1,500 + 31% load	11,790
Postage and Phone	200
Miscellaneous 10%	2,110
Total	$23,400

This total cost is verified by the commercial agency's quote.

Based on our conversations with persons acquainted with the cost of living in Japan, the following breakdown of the per diem allowance is reasonable:

Meals - 30 @ $15	$ 450/Mo.
Daily trans. by taxi - 27 @ $11.50	311
Apt. rent - $300/Mo.	300
Deposit - $160 for 6 mo. (Nonrefundable)	23
Finder's fee - $300/Mo. (Nonrefundable)	43
Passport - $13	2
Hospitalization Ins. - $20/Mo.	26
Subtotal	$ 1,155/Mo.
Miscellaneous 15%	172
Total	$ 1,328/Mo.

$1,328 divided by 30 days = $44.27/day
Use $45.00/day

The cost of this inspection, whether by a commercial agency or state personnel will be charged against the engineering account for the project and is eligible for 90% Federal funding.

I understand that the above amount, except salary, must be charged against our out-of-state travel allowance for accounting purposes even though the money actually comes from the project authorization.

Your approval of the proposed expenditure and authorization to increase the Highway Division's out-of-state travel account by $11,600 is requested.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER for

F. B. Klaboe
Administator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
W. J. Hart
J. C. Jenkins

RWE:dh kmb

#9603

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(95)124

STATE PROJECT NO.: GARDEN VALLEY ROAD - FAIRGROUNDS ROAD INTERCHANGE

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-775

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
DIVISION ENGR
AUG 12 74
REFER TO
Delmar Lee

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JUNE 28, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

AUG 12 1974

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF ROSBURG'S SANITARY SERVICE EFFECTIVE JUNE 28, 1974. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $539.77 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR FORM PR-1240 DATED APRIL 8, 1974 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED JUNE 29, 1973 AND PPM 30-4.1 DATED NOVEMBER 29, 1972.

ORIGINAL TO
Rullem
Copy to Boyd
8-12-74

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-9-74	for G. L. Green	for DIVISION ENGINEER

OBSOLETE STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 9, 1974

TO F. W. Yarbrough
Soils & Geology Engineer

FROM William P. Milne
Geophysicist

SUBJECT Vibration Study Contract #8003
Conducted by Geophysical Group
Oceanography Department
Oregon State University

NOTED
A. E. JOHNSON

At the request of Mr. A. E. Johnson, Deputy State Highway Engineer, I checked the status and comprehensiveness of the above study.

A review of the data gathered and the Preliminary Report shows that Dr. Couch, Professor of Geophysics, had more than anticipated the Division's needs. He said he was prepared to supply any answer that such a study could provide.

An examination of the equipment used in the study revealed it to be far more sophisticated than was needed for the job. The versatility and sophistication of the equipment permits the study to be extended to other problems such as the distress surfacing suffers under traffic (see 2nd sentence of page 2 of the included narrative.)

Included herewith is the narrative of the preliminary report submitted to Al Bates, Resident Engineer, by Dr. Couch, with the answers to the points underlined that were raised in the conference with Mr. Johnson and Mr. Keasey, Construction Engineer. In general, based on the report, the air noise identifiable to construction will be more of a problem than the ground vibrations.

Next week I intend to go into the study in greater detail with Dr. Couch when he returns from Alaska.

RECEIVED
STATE HWY ENGR
AUG 12 '74
REFER TO
Info

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer
NOTED
H.G COULTER

WPM:af

cc: A. E. Johnson
Carroll Keasey
Victor D. Wolfe

School of Oceanography
Oregon State University
Corvallis, Oregon 97331 (503) 754-3504

31 July 1974

MEMORANDUM

TO: Mr. Al Bates
Project Engineer
Oregon State Highway Department
Roseburg, Oregon

FROM: Richard Couch
Geophysics Group
School of Oceanography
OSU, Corvallis, Oregon

SUBJECT: Preliminary results of the Roseburg vibration study

On July 23, 1974 measurements of surface vibration were made in and about the Douglas Community Hospital, on July 24 measurements were made in and about the new vocational building of Roseburg High School, and on July 25 measurements were made near the northwest end of the Birch Court cul-de-sac. The attached four figures briefly summarize the preliminary results.

Three velocity sensors aligned along three mutually orthogonal sensing axes (vertical, north-south, and east-west) detected surface vibrations. A multichannel signal processor and graphic recorder yielded records of particle acceleration, velocity or displacement. A fourth channel of the recorder recorded the square root of the sum of the squares of the signal amplitudes obtained with the three orthogonal sensors. This operation gave a record of the amplitude of the maximum motion vector with time. The bandpass of the vibration measuring system extended from 1.5 Hz to 125 Hz.

Figure 1, a graph of particle displacement (amplitude of surface vibration) versus frequency outlines some of the observations made with the sensors located inside the Douglas Communtiy Hospital in the new operating room which is presently under construction. The shaded sector of the graph entitled "existing background vibrations" includes observations of the maximum amplitude of vibrations caused by truck and auto traffic on I-5 and W. Harvard Avenue, people walking in the area of present hospital use, and air compressors running in the basement of the hospital. The hatchured area entitled "construction related vibrations"

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includes observations of a dumptruck filled with dirt stopping, starting and driving by the hospital on Bellows Street. When the loaded dump truck stopped abruptly it caused the largest observed amplitude of vibration, approximately 14 microinches at 17.5 Hz.

Included on the graph of Figure 1 are guide lines (after Reiher and Meister, 1931; Richart, 1962) indicating the affect of vibrations on people. As Figure 1 indicates the maximum amplitudes observed in the hospital due to vibrations caused by traffic on Bellows Street were approximately one fifth that necessary to be noticable to people in the hospital.

Figure 2 depicts the maximum level of vibrations observed in the agricultural science laboratory in the vocational building of Roseburg High School. The "existing background vibration" includes vibrations caused by the raising and lowering of vehicle entry doors, people walking in the building, and an airplane on landing approach passing overhead. "Construction related vibrations" include those caused by a loader and shovel working in the area between Bellows Street and I-5 opposite the school building. The largest amplitude of displacement (114 microinches at 5 Hz) occurred when the shovel bounced during relocation. The maximum amplitudes of vibration caused by the present construction effort as measured in the agricultural science room is approximately one third that necessary to be noticeable to people in the science room.

Figure 3 shows the maximum amplitudes of vibration observed at Station 3E on the curb of the turn around area at the north end of the Birch Court cul-de-sac. "Existing background vibrations" include those produced by heavy vehicular traffic on I-5 and a helicopter overhead. "Construction related vibrations" include those produced by a road grader, water truck and loaded dump truck moving in the area between Birch Court and I-5 opposite the north end of the Birch Court cul-de-sac. The loaded dump truck caused the vibration of largest observed amplitude; 100 microinches at 14 Hz. Because the vibration source is closer to the observing station at Birch Court and because the vibrations observed in the Birch Court area contain higher frequency components than those observed in Douglas Community Hospital or Roseburg High School they are closer to being noticeable to people.

To determine the diminution of vibration amplitude with distance a series of velocity sensors were deployed in a line east from Douglas Community Hospital toward Bellows Street, west along the vocational building of Roseburg High School toward I-5 and west from Birch Court toward I-5. The observed decrease in amplitude with distance was similar in the three areas. Figure 4 shows a graph of the combined normalized data. The graph indicates the amplitude of surface vibration (frequency approximately 20 Hz) decreases approximately as one over the distance (R) at distances greater than 50 feet from the source. Hence decreasing the distance between the source of vibrations and the observing station by one half will double the amplitude of sensed vibrations.

The vibration measurements briefly described here were made on the floors of the Douglas Community Hospital and vocational building of Roseburg High School and on the curb of Birch Court. Vibration levels on the walls of buildings

and on the surfaces of objects in the buildings can be different and depend not only on the amplitude, frequency and duration of the excitation but on the resonant frequency characteriestics of the objects themselves. It is not unusual for the amplitude of vibration, as measured on objects above the level of the building foundation, to be several times larger than the amplitude measured directly on the foundation.

If the "construction related vibrations" observed, as outlined in this memorandum, are indicative of those which will occur during future planned construction activity on and near I-5 it seems unlikely that vibrations caused by the activity will reach the "easily noticeable" or "troublesome" levels at the Douglas Communtiy Hospital or vocational building of Roseburg High School. However if construction work occurs nearer the houses on Birch Court than during the duration of measurements and/or amplification of the vibration occurs because of resonant effects of parts of the houses or objects in the houses, vibrations are likely to be noticeable in the houses of the Birch Court cul-de-sac area nearest the construction.

Work is continuing on the final report.

References

(1) Reiher, H. and Meister, F.J. (1931), "Die Empfindlichkeit der Menschen gegen Erschutterungen", forshe Gebiete Ingenieurwesen, Vol.2, No. 11, pp. 381-386.

(2) Richart, F.E. (1962), "Foundation Vibrations", Transactions, ASCE, Vol. 127, Part 1, pp. 863-898.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 5, 1974

TO MEMO TO THE FILE

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Garden Valley Road-Fairgrounds Interchange
Interstate 5

On August 1 a meeting was held to discuss the subject project and its status, with the following persons in attendance:

Vern Cusack, FHWA
Barry Rutledge, Attorney, FHWA
F. B. Klaboe, OSHD
A. E. Johnson, OSHD
Carroll Keasey, OSHD
Alfred Shirley, OSHD
J. X. Wilson, OSHD
Al Bates, OSHD
Walt Barrie, Chief Counsel
John Leahy, Chief of Trial Section

Considerable discussion was held concerning our inability to permit the contractor to haul into Disposal Area No. 9 due to Court action, and the contractor's request to start hauling material into a disposal site belonging to the local Catholic Church at Roseburg.

It was the opinion of Mr. Cusack and the attornies present that we should not permit the hauling to the area until we have completed the EIS statement required by the Courts and that we should:

1. Permit only that work which would involve hauling to the mandatory sites. This would allow the work

on the interchanges and the required bridge work to proceed. This work should be pursued even though it will require additional expense for temporary surfacing;

2. It was agreed that the EIS will include disposal sites and haul roads including Site 9 (both with and without Gaddis Park), our mandatory sites, the Catholic Church site, the Hutchins' Mt. Nebo site, and any other site the contractor may indicate he is interested in;

3. The EIS will also be directed to include the source of surfacing material, the proposed stockpile site and proposed plant site, if these are determinable.

AEJ:ja

cc F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
Gary Potter
Carroll Keasey
Alfred Shirley
J. X. Wilson
Al Bates
Walt Barrie
John Leahy
Barry Rutledge
Vern Cusack (2) -- We are prepared to follow your suggestion that we follow the procedures of 90-1, and it is our understanding that if we follow these procedures, FHWA will participate in all justifiable delay costs. If you concur in this, would you please sign one of the enclosed copies of this Memo to the File and return it to us.

Vern Cusack

Aug. 7, 1974
Date

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE August 5, 1974

TO George Ramjoue', Project Coordinator
Newt Andrus, Research Coordinator

FROM Gary A. Potter, Manager
Environmental Section

SUBJECT Garden Valley-Fairgrounds Study Team

We are back into environmental studies of the Garden Valley-Fairgrounds project again.

The assignment is to be handled as follows:

1. Beginning Monday, August 5, the study team will begin to assess the newly proposed Catholic Church property dumpsite and legal haul route to that site utilizing Harvard Avenue. In addition, we will study the filling of the Spencer-optioned property without the use of Gaddis Park.

   This assessment should be rough drafted and ready for review by August 14 or 15.

2. The study team will, in parallel activities begin the necessary rewrites and studies to combine in a supplemental EIS the information contained in the FHWA approved Final EIS, the assessment dated July 19, 1974, and the assessment assigned in point #1 of this memo.

I am recommending the following individuals for work on the two items:

Jeff Zinn - Project Manager
Jackie Burton - Geologist
Priscilla Harney - Water Quality Specialist
Erik East - Urban Planner
Dave Crowell - Acoustical Engineer
Rick Wood - Air Quality Engineer
Roger Powers - Biologist
Pieter Dykman - Sociologist

RECEIVED
1974

Some of the input may be minimal, but I want a thorough analysis regarding Item 2.

Mr. Shirley, Regional Engineer, is committing Mr. Engelmann to the task, and will supply traffic, engineering and other appropriate input. While Mr. Shirley is out, J.X. Wilson will be directing Region's efforts. Direct all requests to Mr. Wilson.

I am painfully aware of what this does to schedules and priorties. We'll have to do the best we can.

If I am out of the office, George Ramjoue' will be in charge of this project.

GAP:ss

cc: F. B. Klaboe
Walt Barrie
A. E. Johnson
R. L. Schroeder
A. Shirley
J. X. Wilson
Eb Engelmann
Environmental Section Staff

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: July 30, 1974

In reply refer to: 10-00.11

SUBJECT: Jackson v. Brinegar, et al.

FROM : Assistant Regional Counsel

NOTED
A. E. JOHNSON

TO : Mr. Glen L. Green, Division Engineer
Salem, Oregon

		Init
	Div Engr	
✓	Eng Coord	✓
✓	Asst EC	
	Env Coord	
	Fin Mgr.	
	Auditor	
	Planning	
	Bridge	
	R/W	
	Engr A	
	Engr A	
	Engr B	
	Engr B	
	Engr B	
	Lwre	

Judge Burns' Law Clerk called Friday morning, July 26, at approximately 9:00 a.m. to notify me that there would be a further hearing at 10:00 a.m. on the plaintiff's motion for a preliminary injunction against haul and disposal of waste material for the reconstruction of I-5 in Roseburg. Both Assistant U. S. Attorney Jack Collins and myself as well as Dan Seifer, attorney for S. D. Spencer and Son, Mr. Spencer, and Mr. Merten, attorney for the plaintiff, attended the hearing. Judge Burns' Law Clerk was unable to contact Mr. Leahy, attorney for the State defendants.

Judge Burns indicated that the purpose of the hearing was to announce his decision on the plaintiff's motion for a preliminary injunction. He first considered whether Plaintiff Jackson had standing to bring the action, and ruled that Mr. Jackson had sufficient standing. He then reviewed the standards which are to be applied with respect to granting a preliminary injunction and summarized the facts relating to the project, environmental impact statement, environmental assessment, haul route, disposal site, potential contractor damages, etc. He then described what he believed to be the issues before the Court. He felt that there were three principle issues: (1) whether the original EIS was sufficient; (2) whether the environmental assessment was substantively sufficient; and (3) whether the assessment was procedurally sufficient in terms of opportunity for public comment, processing through the agency review process and filing with the CEQ.

His conclusions were that the original EIS did not adequately discuss the environmental impact of the proposed disposal of approximately one million cubic yards of material to be taken from Mt. Nebo; that the environmental assessment was not substantively adequate for various reasons, including the fact that the assessment did not

RECEIVED
JUL 31 1974
OREGON DIVISION

-more-

Patten 8/1/74
cc Shirley
Hersey

Info	
Invest	
R/D	
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AUG 7,'74
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STATE HWY ENG.

contain any of the attachments to the permit for using Geddes Park; that the noise discussion and discussion of the hydraulic effect on the proposed fill on the South Umpqua River were insufficient; and certain other deftciencies. He also felt that the proposed use of Geddes Park for disposal of the material constituted a "use" within the meaning of section 4(f) and that in the absense of a determination by the City that the park was not of any local significance, a 4(f) determination is required. The Judge further found that the assessment must be processed in the same manner as an environmental impact statement, i.e., that it would have to comply with CEQ and FHWA guidelines for preparing EIS's with respect to the circulation of the assessment for comment, the time period for comment, processing through the Federal Highway Administration and filing with the Council on Environmental Quality. He concluded that, in sum, the plaintiff had presented sufficient evidence to show that there was a probility that he would prevail on the merits at the time of trial of these issues and that he was, therefore, entitled to a preliminary injunction.

Judge Burns stated, however, that he was unwilling to stop the entire project, that he was aware of the existance of the mandatory disposal sites and the fact that certain of this material could be used in the course of construction for embankment, concrete treated base, etc. He said that the contractor could remove and place material in the three mandatory disposal sites. He said that what he was enjoining was the placement of any material in the disposal site proposed by the contractor which is designated as site No. 9 in the environmental assessment and the haul route to that disposal site. He ruled that the injunction against hauling and disposing of material at site No. 9 would remain in effect until such time as there has been full and adequate compliance with NEPA, CEQ guidelines, our PPM 90-1, and section 4(f) as related to the environmental impact of the proposed haul route and disposal site. He indicated that the contractor could proceed with the proposed construction project other than the work involving the haul and disposal of excess material at site No. 9.

Subsequent to the Judge's ruling, he asked for argument on whether a bond should be required, and if so, in what amount. In response to the Judge's request, I pointed out the costs which the contractor indicated he would incur and the possibility and even likelihood that the State and Federal governments would be required to reimburse the contractor for these costs. These costs were on the order of $15,000 a day, or approximately $300,000 per month. We indicated that we felt the plaintiff should be required to provide a bond which is reasonable in view of these substantial costs. I also took this occasion to state to the Court my feelings that the statements with respect to the hydraulic effects of the proposed disposal site were incorrect. I stated that while it was true the State Hydraulic Engineer, Mr. Macnab, had not been on the project, people on his staff had been and reported directly to him. It was Mr. Macnab's opinion, and I agreed with him, that it would not have any adverse impact on the river hydraulic and would not result in any increased flooding on the south bank of the South Umpqua River in the vicinity of the disposal site. I stated that it was my fault that the hydraulic effects of this proposed disposal site were not made more clearly brought out. I further indicated that certain of the Judge's comments concerning State and Federal officials were not fully appropriate; that while some Federal officials had specifically recommended that the environmental impact of the haul route and disposal site be addressed in the original environmental impact statement, for various reasons that I didn't feel it necessary or appropriate to get into, this recommendation had not been accepted. I indicated that in view of the Court's finding that these impacts should have been discussed and the present assessment did not do so, it was our responsibility to make sure that the assessment be revised so that ir corrects the deficiencies pointed out to the Court and be processed in accordance with our existing procedures.

The Court eventually ruled that a $1,000 bond would be required. Spencer's attorney, Mr. Seifer, then asked whether the injunction prohibited the contractor from hauling meterial for a temporary river crossing necessary for the expansion of the so-called hospital bridge. The

Court indicated that he did not realize that the proposed temporary river crossing was necessary for the bridge construction and felt that it was included solely as a part of the proposed haul route for the disposal site. The Court asked the plaintiff and defendants to get together and see whether or not they could reach agreement on the temporary river crossing. We discussed the matter with plaintiff's attorney, but he took the position that the haul to the temporary river crossing should be included in the injunction. The Court then heard approximately half an hour of testimony from the contractor, Mr. Spencer, concerning the proposed river crossing and the need for the river crossing in order to construct the piers and erect the structural steel for the bridge expansion. After hearing further argument with respect to the nature of the haul for the temporary river crossing and the crossing itself, the Court ruled that the haul for and the temporary river crossing could proceed, that it would not be included in the injunction.

I have requested the U. S. Attorney's office to order a copy of the transcript of these proceedings. I have also asked my secretary to provide your office with a copy of this transcript as soon as it is available. I would recommend that you read the transcript as soon as it is available. It will provide a much more accurate description of the Judge's ruling and the nature of the preliminary injunction.

As we were leaving the court, I heard a conversation between Spencer's attorney Seifer and plaintiff's attorney Merten. The gist of the conversation was that the plaintiff might be willing to withdraw his suit if a disposal site to the south were selected. This may just have been talk, or it might have been a correct statement of their position. Mr. Merten has indicated all along that if one of the other disposal sites were selected, his client would no longer be interested in a lawsuit. This is something the State might want to consider. If the State feels that they want to go two ways, they should have their attorney discuss the matter further with Mr. Merten. In the absence of such a settlement, we are, in essence prohibited from disposing of any material from Mt. Nebo other than that that would be placed in the mandatory disposal sites and incorporated in the project until an adequate environmental assessment is prepared and processed in accordance with PPM 90-1

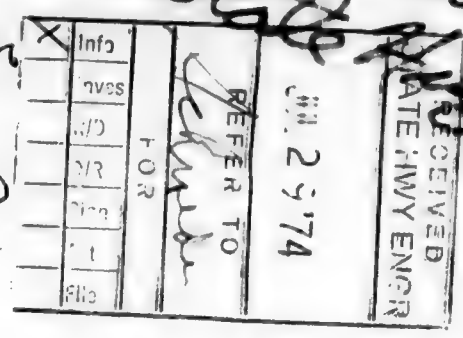
James F. Zotter

July 26, 74

Mr. Alfred Shirley Jr.
Regional Engineer
Oregon State Highway Division
P.O. Box 1178
Roseburg, Oregon 97470

NOTED
A. E. JOHNSON

Copy to
Brad Klebe
State Highway Engineer



Dear Sirs –

Re Your Environmental Assessment 7-19-74
Garden Valley Fairgrounds Interchange
Pacific Highway (I-5)
Douglas County, Oregon

cy Schroeder
7/29

NOTED
F. B. KLABER

My name is Saul Jackson – I live at Echo Bend on the Wilbur Glide Cutoff Road & my business, Saul Jackson Wholesale Co., is located on N.W. Cook Street immediately North & adjacent to Site 9, & near Gaddis Park / City property site option.

I was one of the 1st Objectors to this site for disposal of the excess rock from Mt Nebo & I am still objecting.

The problems with this site are as follows:

(1) Drainage – Practically the whole Northeast section of Roseburg, up to the TV Tower, drains through my property, on through Site 9 & hence to the River.

My 1st 50'X70' Building was built on this

property on Hickory when the Creek was very
water & the whole Area from Gordon Ray
Road to the River was a Huge Swamp.

Over the Years we have gotten most of the
water under control & it spreads out on the
Site & Property which is a holding area for
drainage water & also when the Floods come,
which happens most Winters, serves as an over-
flow for River water decreasing Flooding elsewhere.
(2) Flooding - River water has come up to Scott
Street which is midway to my 2nd Southerly
Building which sits on Piling 6' in the air.

Beagle in the Laurelwood - Willows are also
quite concerned over flooding of their homes
in case the overflow area on Site 9 & the
Bike Path are built up removing the overflow
area.

The Residents of the Chestnut - Cedar Streets area
are quite concerned over flooding on the East
side of the Railway Tracks if the West side is
built up higher than the Tracks.
(3) Sewer Lines - North Roseburg Sanitary Sewer
runs South on Park & Highland Streets to a
Junction Point about 2/3's of the way to the River.
They are now 12' underground & in not the
best of shape with overflows in Bad weather

From the map Roles adjacent is both of my Warehouses.

What Reactions if trouble occurs & they are another 12 to 20' under Rock?

(4) Haul Route - From the Hillcrest Underpass to the River.

It is my understanding that they will use 100,000 lbs off highway vehicles for the haul, 50 trips per hr, 16 hours per day for 6 Months.

Mrs Agnes Abbis bedroom is within 10 ft. of the haul route. Most of the Residents to the River are all within 50' of this route.

School District 4 has its new vocational Building within 50' of the haul route & also several Homes adjacent to this area twice an hour.

The Douglas Community Hospital is within 10' of the haul route & its emergency entrance is immediately adjacent.

What those people all be done & when the 6 Mos are up & also what will be the condition of their homes?

(5) Rock Crusher - Asphalt Plant - Concrete Plant

This issue was thought dead but has now confronted with Mr Spencer's statement in Federal Court that he would probably use Site 9, for this purpose.

Can - are [illegible] the "City" water & sewer

this will cause right in the middle of the City?
Also, how will they remove the crushed Rock?
Via Park Street & my property?
Out Highland Street? a nice quiet residential street & on to Harden Valley Road which is already overcrowded.
Park through Hardin's Park, under the Bridge, with a right turn through the Veterans Administration Section Drive & on to the Freeway?

(6) Mt Nebo Goats

These Goats are World famous with a "Goat Patrol" of over 4,000 members, most of whom believe the Goats do a better job of Controlling the Weather than the Weathermen do.
Has anything been done for their protection?

In conclusion, has any thought been given to the problems of the local people & animals or was all the thought been to get that Federal money, get the job done at any cost to the Local Populace, & on to the next Big job in another Area.

(7) What to do?

At the City Council Meeting there were 143 people in attendance — 141 were against granting an easement to Hanna & Sons to travel through Hardin's Park & on to Site 9.

Many petitions & letters have been sent to State & Federal Officials, Congressmen & Senators.

A suit has been filed in the local Courts asking that the agreement by the City with Kenyon & Son be voided

My suit, filed in US Federal District Court, has resulted in a Temporary Injunction to negate the selected Final route & the Dump Site.

In view of all the above objections, including the Petition containing 630 Names, would it not be possible for the State Highway Dept. to admit that Mistakes they have made & see what they can do to rectify it?

If such is possible, I have the following recommendations:

(1) The speed limit is now 55 MPH. There is a large lighted SLOW sign 1/4 mile before the curve. How about leaving the Mt. along & fix the Interchange at a saving of millions of dollars!

If it is felt necessary to remove the Mt. there are 3 sites South that could be used with minimal disturbance to people & animals (on developing the Rock & also 2 Sites in the immediate area.

(a) - Sun Studs Site - South to McCain Rd. to Low-Level Bridge (called Mr. John

line offered to build across the River) to the dump site.

(B) Skaner Site } South to McClain Inter-
(C) Loosley Site } change thence west to dump site. This would result in traffic problems for the 3 homes in this area that a flagman could handle very easily.

Going South a Lanes of the Freeway could be closed (which Mr. Jordan has suggested) & no intermingling with traffic would occur.

(D) Hutchins site - Mt Nebo
(E) ✓ ✓ Oak St Bridge } neither one a problem to people or animals except the boats

It is my understanding that Mr. Hutchins would build an enclosure to protect the boats.

It seems to me that the State Highway Dept would be able to make a decision in favor of one of the above alternates, abandoning site 4 & listening to the wishes of their Engineers, the Surveyors, & restore the faith & confidence the have previously had in our State Highway Dept.

Thank you for allowing me to express my opinion.

Very truly yours,

Jack

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B KOBIN
PAUL B MEYER
CHARLES L KOBIN
DANIEL J DEIFER
JOHN SPENCER STEWART
MARC SILVERSTEIN
LEO LEVENSON
OF COUNSEL

July 25, 1974

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Garden Valley Road - Fairgrounds Interchange
Section, Pacific Highway (I-5)
Environmental Assessment

Dear Mr. Shirley:

We have seen a copy of Mr. Hunter's letter of July 19, 1974, and the attached Environmental Assessment. The following comments are submitted on behalf of S. D. Spencer & Son, contractor on OSHD Contract No. 8003, referenced above.

You state that waste disposal for the project was left in the "discretion of the contractor subject to approval of the engineer". We would remind you that the approval of the engineer is intended only to protect the State against unlawful disposal of the materials, and is not intended to deprive the contractor of the exercise of his discretion. While it is true that approval should not be granted if necessary permits cannot be obtained by the contractor, it is equally true, in our opinion, that approval must follow upon the issuance of necessary permits. Otherwise, the language and intent of both the Standard Specifications and the Special Provisions has been violated. Moreover, the OSHD is obliged to cooperate with the contractor in the application for necessary permits, and is obliged not to interfere with any other State or local agency in the granting of necessary permits and permission.

You discuss local controversy regarding the proposed haul route and waste site. We believe that such public controversy is within the jurisdiction of the local elected officials of

Copy to Barrie
7-29-74

NOTED
GARY A. POTTER

Roseburg, including the City Council. There is no indication in the contract that waste sites or haul routes will be approved or rejected on the basis of obscure suggestions of "impacts". Use of such basis would, in our opinion, be a breach of the State's contract obligations.

We acknowledge that the Regional Engineer has not approved a specific waste site or haul route. However, the contractor was advised at the preconstruction conference to deal with the Resident Engineer for the project, and we believe that the haul route and waste site proposals meet with the approval of the Resident Engineer. We recognize that the reference in the contract to the "Engineer" refers to the State Highway Engineer, and if his authority with respect to this project has been delegated to someone other than the Resident Engineer, the contractor should be so advised in writing. We strongly object to the statement that "approval of the site(s) and road(s) will be made only after citizen and public agency response to the document are received and reviewed". There is no basis in the contract for such a position, and no indication in the bidding documents that approval will be subject to this time-consuming requirement. Any additional costs occasioned by the State's position will be the liability of the OSHD under the contract.

The Assessment refers to 10 sites which "have been identified". The Assessment does not indicate how the sites were identified, and the author of the Assessment was unable to testify on this subject in a recent Federal court appearance. We believe the Assessment should state how the sites were identified.

In the Assessment's discussion of economic factors, reference is made to the "anticipated rock shape and size". We would point out that this factor would be affected by the extent to which the contractor is required to exercise care and concern for the safety of the travelling public and the stability of Mt. Nebo in performing blasting operations. Use of off-highway rigs for the hauling would permit greater care and concern, in that larger rock fragments could be handled for the haul.

In the same discussion, estimated costs of hauling are set forth. The contractor was not consulted relative to such estimates, and disputes their accuracy.

The description of the haul route to Site 9 is not entirely consistent with the contractor's proposal. The contractor has not proposed a signal at the grade level crossing

of Harvard Avenue. Should it be the opinion of the State that use of electronic signals rather than flagmen, as provided in the contract, is desirable, discussions relative to a price adjustment would be required. The Assessment should point out that the entire haul route to the South Umpqua River is located upon the construction right-of-way, and that the contract does not limit or restrict the contractor's movement of materials within the construction right-of-way. It is particularly important to note that the haul route from Bellows Street to the river is entirely upon the construction right-of-way, obtained from the adjacent land owners by condemnation or agreement. Incidentally, the width of the berm is not accurate, as the berm will be of such width as is necessary to accomplish the 12' height. It is not anticipated that the result shall be 50' in width at the base.

Regarding the Assessment's discussion of Site 9, we note the comment that the "storage capacity" of the Gaddis Park area is very small. The Assistant Hydraulics Engineer for OSHD was unable to corroborate this in his recent testimony. We concur with the conclusion, but can only assume that it is supported by accurate data and computation. More importantly, the discussion in the Assessment does not describe the relationship between the potential floodplain and the proposed fill, despite the furnishing of detailed information by the contractor. We believe it would be important to point out that the storage capacity reduction resulting from the proposed fill would be de minimus.

The discussion of the fill also fails to note that if fill is "contoured" on the park property, the contractor will be obliged to cover the fill with topsoil, probably to be stripped from the site prior to beginning the fill. Also, the discussion of drainage suggests that the City of Roseburg will be required to approve the drainage proposal. While the contractor is confident that the City will be fully satisfied with the drainage facilities to be installed, the agreement does not specifically call for the City of Roseburg to participate in the design of the drainage facilities.

The discussion of dust impacts on pages 18-20 contains no factual information to support the conclusion that the haul route constructed of basalt materials from excavation will generate more dust than the route on the freeway by trucks leaving the excavation area. Without such data, the conclusion is of questionable accuracy.

The discussion of noise impacts notes the greater noise resulting from legal trucks than from off-highway rigs permitted

by the contractor's proposal. We believe it is also important to note that the legal trucks would be generating greater wheel and tire noises, due to their increased speeds. Accordingly, we question whether the noise level increase on the freeway from the legal haul would be "insignificant". Moreover, the discussion of noise impact of the contractor's proposed haul route omits consideration of the obvious fact that the portion of the right-of-way proposed for a haul route would in any event be subject to construction activities during the life of the project. FHWA standards for land use category B are accordingly not a fair standard for comparison.

The discussion of traffic impact fails to note that the contractor has proposed a possible alternate for consideration by OSHD, providing for the construction of haul structures over Harvard Avenue and possibly Interstate 5. These proposals would completely eliminate any traffic impact of Route 9, and could result in an almost total elimination of noise impact on Douglas Community Hospital. The contractor's proposal is based upon a substantial reduction in the estimated quantities of the bid item for flagging, and would be the subject of a negotiated price adjustment.

With respect to Table 2, we would question the designation of "minor" and "moderate" dust impacts on several of the routes. We see no data to support this conclusion. Also, as noted above, we question whether a freeway route would in fact result in "minor" noise impact.

The discussion of disposal site impacts also fails to consider the relationship of the floodplain of the proposed fill, as noted above. Further, Table 3 describes Site 9 as having a "minimal" impact on the floodplain, whereas the narrative discussion (page 33) states that the fill "will not affect" flooding patterns.

The discussion of development of Gaddis Park (pp. 35-36) describes the agreement between the City of Roseburg and the contractor. It should be emphasized, we believe, that the agreement was entered into by the City after extensive public discussion, and represents the informed judgment of the responsible elected officials of local government.

The foregoing comments should not be construed as any acknowledgment by the contractor that the Assessment was contemplated or permitted by the contractor's contract with the

OSHD. Rather, it represents a continuation of the contractor's good faith attempt to cooperate fully with the State.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

cc: Al Bates
Gary Potter
John Leahy
James Zotter

80

Business Affairs Office

Oregon State University

P. O. Box 1086
Corvallis, Oregon 97330 (503) 754-3031

July 25, 1974

H. S. Coulter
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Subject: Vibration Study Contract No. 8003

Dear Mr. Coulter:

In response to your letter of July 24, 1974, we have reviewed, signed, and are returning a copy of the Vibration Study Contract No. 8003. The agreement has been reviewed by the Principal Investigator and appears to be satisfactory.

Yours very truly,

Hugh F. Jeffrey, Jr.
Director of Business Affairs

HFJ:ah

Enclosure

RECEIVED
AUG 2 1974
Office of
Assistant State Highway Engineer

8003

July 24, 1974

Mr. Hugh Jeffrey, Director
Business Affairs
Oregon State University
Post Office Box 1080
Corvallis, OR 97330

Dear Mr. Jeffrey:

Vibration Study
Contract No. 8003

Enclosed are two signed copies of the agreement between Oregon State University and the Oregon State Highway Division covering a vibration measurement study in the Roseburg area. Please sign and return the original to me.

If there will be any problem in meeting the requirements of the second sentence in paragraph three, please let me know (phone 378-6891).

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

Enc.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Jack Sollis
Alfred Shirley, Jr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 23, 1974

Mr. Hugh Jeffrey, Director
Business Affairs
Oregon State University
Box 1080
Corvallis, Oregon 97330

Re: Vibration Study, Contract No. 8003

Dear Mr. Jeffrey

The Highway Division desires to have a vibration measurement study made on a proposed haul road to be utilized in connection with Contract No. 8003. The Division does not have the personnel or equipment necessary to conduct such a vibration measurement study and wishes to have the University conduct the study at four locations in the Roseburg area as shown on Exhibit "A" attached hereto and by this reference made a part hereof.

It is anticipated that this vibration measurement study will take approximately four days and will measure vibrations on the ground surface at four times during a normal work day. The time periods will be in early morning, mid-morning, afternoon and evening at each of the four locations.

The vibration measurements will be designated to yield time amplitude records of ground acceleration, velocity and displacement of the frequency range 2 Hz to 100 Hz. Because vibration tolerance is dependent on frequency as well as amplitude, the velocity and displacement will be identified for appropriate frequencies within this range. These data will indicate representative vibration levels at the four locations prior to the initiation of heavy construction. Measurements obtained during the passage of large trucks will be indicative of operational levels anticipated from heavy construction vehicles.

The instruments to be used by University on the data that will be determined from the use of the instruments is set out in Exhibit "B" attached hereto and by this reference made a part hereof.

Division will expect a report from University within 30 days after completion of the field measurements. University will commence said study on July 16, 1974.

The Division will cooperate with the University in all respects and will provide whatever information and assistance are necessary in order for University to carry out its obligations under this agreement.

It is understood that Division may terminate this agreement if University fails to comply with any of the provisions of this agreement or if the progress of the work or quality of the work is unsatisfactory or for any other cause which in the judgment of the Division makes termination advisable. In the event of such termination University shall deliver to Division all completed or partially completed satisfactory work and Division shall pay University for such satisfactory work. The amount paid shall be determined after taking into account not only the provisions for payment of work hereinafter set forth, but also University's costs incurred for such satisfactory work, the value of such satisfactory work to state and any unpaid claims against University of which state has notice and connection with University's work under this agreement.

Division reserves the right, without impairing this agreement, to order changes or alteration of the work to be performed hereunder by University. If changes or alterations alter or effect the cost or progress of the work, adjustment shall be made in the time for performance of the work or compensation owing the University, as the case may be, if mutually agreed on between Division and University.

Division will pay University based on a fee schedule for personnel and equipment University proposes to use as set forth below in Exhibit "C" attached hereto and by this reference made a part hereof. In no event shall the amount paid under this agreement exceed $6,475.00 unless approved in writing by Division.

In the event litigation is commenced in which the Division is involved and the data obtained by this agreement is necessary to the prosecution of the case, University agrees to have the

personnel which conducted the study available to testify in court. Division will pay University for the services of said personnel of a rate to be determined at the time said testimony is needed by mutual agreement between University and Division.

If the conditions set forth in this letter are acceptable to the University, please countersign where indicated below and return the original letter to me, keeping one copy for your records.

Sincerely

H. S. Coulter
Assistant State Highway Engineer

ljh

OREGON STATE UNIVERSITY

Business Manager

APPROVED:

EXECUTIVE DEPARTMENT

EXHIBIT "A"

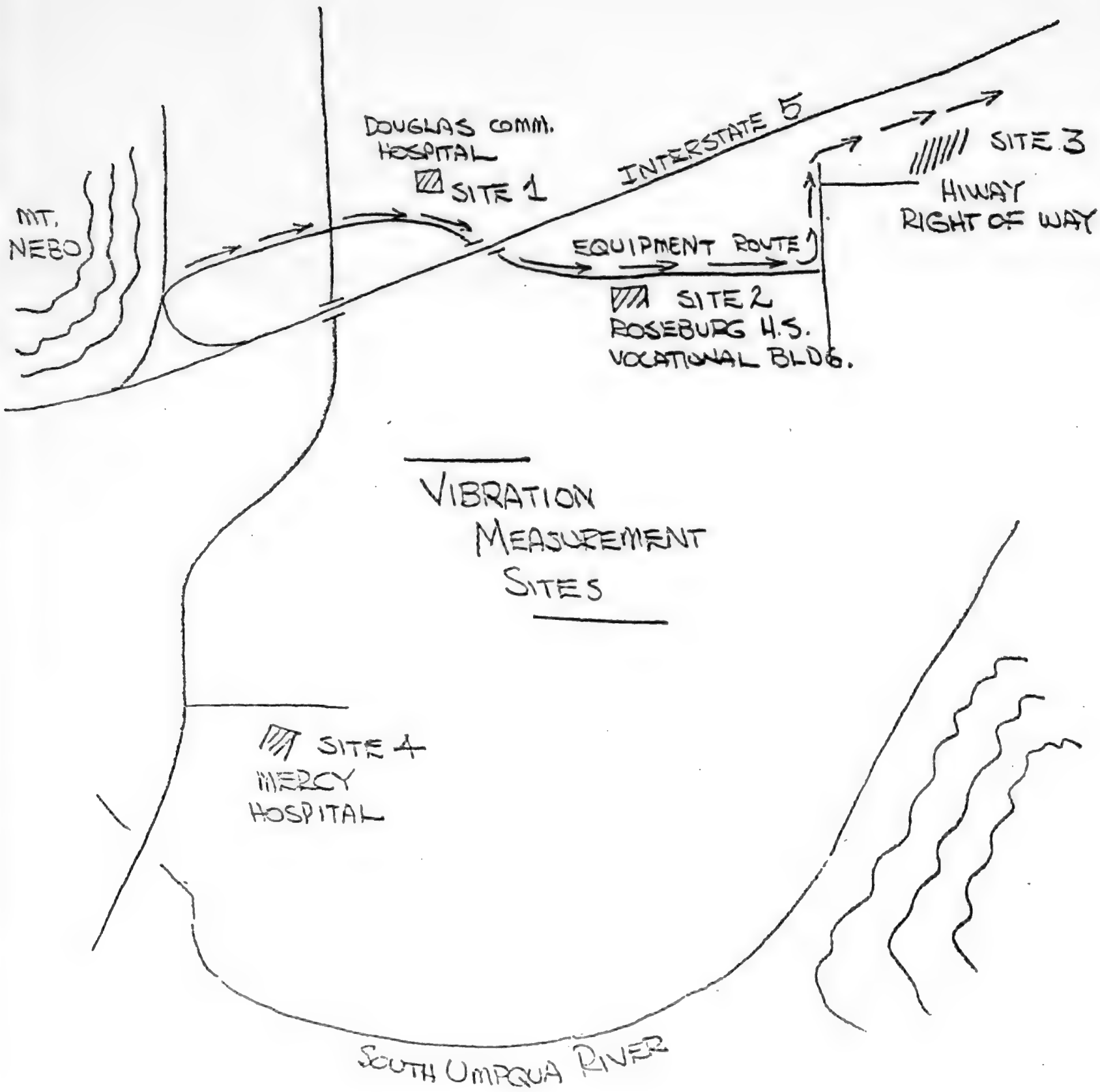


Figure 1

EXHIBIT "B"

Instrumentation

Three Mark Products, 2 Hz geophones with known transduction constants, will sense the volicty of the surface motion in 3 orthogonal directions (N - S, E - W, and vertical) in the frequency spectrum between 2 Hz and 100 Hz and generate a varying voltage proportional to the sensed motion. A linear amplifier system with calibrated transfer coefficeints will adjust the signal amplitudes to match the input levels of integrator and differentiator circuits. The output of the integrator circuit will yield a voltage proportional to ground motion displacement. The voltage at the amplifier output is proportional to ground motion velocity and the differentiated voltage is proportional to the acceleration of the ground. A final output circuit provides a signal proportional to the amplitude of the maximum acceleration, velocity or displacement vector. All four of these signals will be recorded simultaneously on a strip chart recorder together with a signal from a precision time base. The geophone transduction constant, the seismic engineering amplifier/operator gain and the recorder voltage/displacement constant determine the vibration magnification of system calibration constant. The system calibration constant and the strip chart record yield a measurement of true ground motion with an expected RMS uncertainty of approximately $\pm$ 6%.

Data

The resulting data will include a graphic record of the ground acceleration, velocity and displacement, measured along three orthogonal axes (N - S, E - W, and vertical), and the vector sum of the three orthogonal components. The data will be transmitted to Oregon State Highway Division Office, P.O. Box 1128, Roseburg, Oregon 97470, in the form of a report which will include a description of the site locations, instrumentation, methods of measurement, calibration factors, illustrative samples of the time-vibration records and a summary of the field logs.

Exhibit "C"

COST ESTIMATE

LABOR		
R. Couch	.5 man months	815
G. Ness	.7 man months	730
B. Brown	.7 man months	790
Secretarial & Technical,	(6.5% of Labor)	150
		2485
FRINGE (14% of Salaries & Wages)		350
INDIRECT COSTS (47.43% of Salaries & Wages, Overhead)		1180
TRAVEL (4 road trips Roseburg - Corvallis)		165
PER DIEM (5 days at $17/day X 3 men)		255
EQUIPMENT (Calibration and Use, Rental Cost)		1300
EXPENDABLE SUPPLIES (Recording paper, maps, wire, tools, etc.)		360
DRAFTING, PHOTOGRAPHY & REPRODUCTION		240
MISC (Telephone, office supplies, etc.)		140
	TOTAL	$6,475

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
FOR
Info | Rives | R/D | D/R | Sten | Act | File

RECEIVED
JUL 17 1974
Office of
Assistant State Highway Engineer

7-17-74
cy Keaney
Shirley

526 W. Bellows St.
Roseburg, Oregon 97470
July 16, 1974

7-22
REFER TO
Region 3 & Consl.
BY ASST. STATE HWY. ENGR.
for R/D.-
Run draft thru
Johnhealy before
sending.

State Highway Department
Supervisor of Mt. Nebo I-5 Widening Project
Salem, Oregon 97310

Dear Sir:

We feel that the property owners are a very important segment of any community, and that injustice has been done to the Neighborhood by S.D. Spencer Construction Firm and the Roseburg City Council. So we are taking legal action against them at this time.

We are aware of the fact that a portion of the Roseburg Interstate 5 Mt. Nebo freeway widening and curve straightening project is being done on a flood plain. We are aware of the inconsideration and the lack of respect shown by the State Highway Department toward Human Lives and Properties in this area.

The State Highway Department's future action toward the Haul Route and Fill Site to be used by Spencer Firm in this area will be carefully scrutinized by the Property Owners. Depending how the State Highway Department conduct themselves in this matter will determine our future attitude and action toward this Department.

Sincerely Yours,

Agnes E. Allen

Agnes E. Allen

Park Rock Disposal Site Subject Of Suits

cc Barrie Coulter 7/17/74

By TODD MERRIMAN
Of The News-Review

A second legal roadblock — or at least a detour — has been put in the way of plans to use the Gaddis Park area of Roseburg as a disposal site for excess rock from the Interstate 5-Mt. Nebo freeway and curve improvement project.

Eight Roseburg residents filed suit in Douglas County Circuit Court in Roseburg late Tuesday afternoon, seeking to prohibit the use of the proposed disposal site.

Tuesday's suit is the second filed recently seeking to prohibit any of the estimated 700,000 yards of excess Mt. Nebo material expected to result from the curve-straightening project from being deposited in northwest Roseburg.

Paul Jackson, a Roseburg wholesale businessman, filed suit in U.S. District Court in Portland June 10 asking for an injunction to forbid any of the Mt. Nebo rock to be moved until environmental questions are answered.

All the plaintiffs in the newest suit live near the south bank of the South Umpqua River — across the river from the Gaddis Park site. Representing the plaintiffs are Roseburg attorneys Randolph Slocum and Ronald Poole.

The suit alleges the proposed rock disposal could "materially alter the course and flow of said river and will enhance the potential for flooding their (the plaintiffs') property."

The suit further alleges that trucks hauling the rock from Mt. Nebo along the east side of the I-5 right of way and across the river to the fill site would create noise, vibration, dust, safety and traffic problems for the plaintiffs.

The City of Roseburg and S. D. Spencer and Son, the Vancouver, Wash., construction firm awarded the $11.2 million contract for the freeway project, are named as defendants.

Plaintiffs in the suit are Agnes Allen, 526 W. Bellows St.; David and Sherry Ingham, 365 W. Birch Court; Frederick and Margaret Cartan, 746 W. Finlay Ave.; John and Clarice Osborne, 375 W. Birch Court; and Daphne Riffe, 252 W. Riverside Drive.

The proposed waste rock area covers about 24.5 acres on the north side of the river in an unincorporated "island" within the city. Included in the 25-acre area are 2.5 acres of city-owned land and Gaddis Park, a 10-acre area which the city controls under the terms of a lease with the state.

On June 3 the Roseburg City Council voted to negotiate an agreement with Spencer and Son whereby the city would allow the contractor to use the 12.5 acres of city-controlled land for a waste rock site. Terms of the agreement reached with Spencer and Son require the firm to make improvements to the park, including construction of rest rooms, a road, parking lot, boat ramp and — at the city's option — an extension to the city bike path along the north river bank.

The suit filed Tuesday contends the council's action approving the agreement with Spencer and Son was improper because it followed a recommendation made at a questionable meeting of the Roseburg Parks and Playground Commission. The commission on May 28 voted to recommend that the council make an agreement with Spencer and Son allowing use of the park for a disposal site.

No advance public notice of the May 28 parks commission meeting was given — an apparent violation of Oregon's open meetings law. Following the May 28 meeting, city officials said local news media had not been notified of the meeting due to an administrative oversight. Minutes of the meeting show that two Spencer and Son representatives were present at the session.

The suit asks that the city be compelled to resubmit Spencer's proposal to the parks commission for consideration at another meeting and that "public notice be provided for said meeting and that said hearing be held in a quasi-judicial manner."

The suit also asks the court to enjoin Spencer and Son from using the proposed fill sites and haul route and requests that the plaintiffs be reimbursed for their legal expenses.

Spencer and Son are also named as defendants in Jackson's suit. The Federal Highway Administration, the Oregon Transportation Commission and various state and federal highway officials associated with the freeway project are also listed as defendants. About 90 per cent of the funding for the project is federal money.

Jackson's suit alleges that the proposed rock fill would alter the natural drainage through the fill area to the river, causing storm water to back up onto his business property — which is immediately north of the proposed disposal site — at 1308 NW Park St.

Jackson's suit also alleges that the environmental impact study done in conjunction with the project failed to consider "the environmental consequences of the (rock) disposal site ultimately selected or any

injunction to forbid any of the Mt. Nebo rock to be moved until environmental questions are

as defendants.

Plaintiffs in the suit are Agnes Allen, 526 W. Bellows St.; David

the city bike path along the north river-bank.

The suit filed Tuesday

commission for consideration at another meeting and that "public notice be provided for said meeting and that said hearing be held in a quasi-judicial manner."

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Jackson's suit also alleges that the environmental impact study done in conjunction with the project failed to consider "the environmental consequences of the (rock) disposal site ultimately selected or any other disposal site, of which several exist."

Other items listed in Jackson's suit as needing study include the possible effects on salmon and steelhead trout because of gravel removal from the South Umpqua, possible effects of the project on the Mt. Nebo wild goats and possible damage to Umpqua Indian relics supposedly in or near the fill area.

The suit lists 17 federal agencies which it alleges have "special expertise with respect to environmental impacts involved with the project" which, according to the plaintiff, should have been consulted in the original environmental report.

Jackson Tuesday said his attorney, Charles Merten, Portland, will be in Roseburg today. The attorney will meet informally with representatives of the plaintiffs in the second suit, Jackson said.

The U.S. District Court has set Monday for a hearing on Jackson's request for a preliminary injunction to bar removal of any Mt. Nebo material or river bed gravel until the case is settled, he said. Jackson added he expects his lawyer to ask for postponement of the hearing to allow more time for preparation of the case.

The original hearing date was tentatively set for June 20. That date was moved to Aug. 19 at the request of Jackson's attorney, to allow time for the highway division to make a decision on the proposed fill site.

Gordon Carlson, Roseburg, attorney for Spencer and Son, this morning said he had not yet seen a copy of the suit filed Tuesday and did not want to comment on it until he could review it in detail. City attorney Paul Geddes is on vacation and could not be reached today for comment on the suit.

8003

July 30, 1974

Ms. Agnes E. Allen
526 West Bellows Street
Roseburg, OR 97470

Dear Ms. Allen:

In reply to your July 16 letter, the Highway Division has publicized all of its findings relating to the disposal area that you are concerned with. I understand that you were in attendance when the evidence was presented in the lawsuit against the contractor and the Highway Division in Federal court in Portland.

If you desire any additional information other from that which has been publicized and is available in Roseburg, please do not hesitate to contact me.

Very truly yours,

C. T. Keasey
Construction Engineer

JS:df ia

bc F. B. Klaboe
A. E. Johnson
Alfred Shirley, Jr.
Jack Sollis

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

NOTED
U. S. COULTER

DATE July 15, 1974

TO MEMO TO THE FILE

FROM John C. Jenkins
Engineer of Materials

RECEIVED
JUL 15 1974
Office of
Assistant State Highway Engineer

SUBJECT Inspection in Japan
Structural Steel Fabrication
Contract 8003

I talked to Dave Berger Thursday evening and Friday morning about the outcome of his inquiry into the availability of housing in Kokura. He has not heard from his contact in Japan and will advise Walt Hart when he does hear, probably next week (the 15th). Generally, the kind of housing in Kokura will be about like Wakamatsu.

The reaction in Japan to Ed Rief buying a car and driving from Kokura to Wakamatsu daily was decidedly negative. It was felt the switch to left hand drive would be too great an obstacle.

Dave reiterated the psychological problems stemming from the language barrier and his reluctance to have Ed, and particularly Marian Rief, have to fight this for up to 7 months.

Dave said that he might be able to accompany Ed and Marian to Japan and help them get organized. However, we would need to have his expenses paid for the time involved, about two weeks. If this happened to coincide with a trip which he had to make anyhow it would, of course, be less expensive for the State.

As an alternative to Ed Rief going to Japan Dave suggested the possibility of INTECO (International Testing Company) or JIC (Japan Inspection Company) performing the work. Of these, INTECO would be more likely to have Americans on hand who would properly interpret Oregon specifications. Also, a young man, Mr. Robert McElherron, whom Dave met and worked with while Dave was in Japan on a job for Santa Clara County, California, might be interested in going to work for Oregon as an employee and taking on the Japan inspection. He is about 30 years old, qualified as Level II UDT, and is currently employed by Testing Engineers in San Francisco. Dave rates him highly and says McElherron is tired of the run around he has been getting from Testing Engineers and would be happy to find more permanent employment.

FORM E-30X

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INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

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If McElherron were to go to Japan as an employee (there is an ET 2 vacancy on DeSerano's crew right now, though it should be filled with a concrete inspector), perhaps Ed Rief could go to Japan with him for a month or so to get him checked out in our procedures, and at the same time to size up the INTECO and JIC possibilities.

JCJ:gs

cc: H. S. Coulter
W. J. Hart

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 11, 1974

TO MEMORANDUM

FROM J. H. Versteeg, Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT Permit Applications
State Land Board
Mt Nebo Waste Areas
Garden Valley-Fairgrounds Rd. Section
Pacific Highway I-5

A meeting was held at 10:00 AM on July 10 at the State Land Board's office to discuss waste areas for Mt. Nebo material, S. D. Spencer's permit application for crossing the South Umpqua River and Mr. Jackson's (Charles Merten, Attorney at Law) request for a contested hearing on the S. D. Spencer permit application to State Lands.

After a discussion to bring out the location of the proposed waste area sites, the plaintiff's property, the City of Roseburg's property, Gaddis Park, the proposed bicycle pathway, the proposed South Umpqua River crossing and the characteristics of the river flow, the representatives of State Lands were able to resolve their position on Mr. Jackson's complaint.

Mr. Jackson's request for a hearing on S. D. Spencer's permit application will be denied based on the following:

1. The proposed South Umpqua River crossing (at Vets Bridge) will not interfere with the stream's flow and under the State Lands permit the crossing must be removed before high water.

2. The waste area (east of the cemetery) that Spencer proposes to use is not within the jurisdiction of the State Land Board.

3. Mr. Jackson's property is too far removed to be effected by any construction activity or waste areas coming under the State Land Board's jurisdiction.

RECEIVED

Based on the State Lands response to Mr. Jackson's complaint the Highway Division will not have any problem with the contractor's use of the proposed waste areas. This could change suddenly depending on the next legal maneuver. Present were Peter Herman and John Lahee, Attorney General's office; Stan Hamilton, Jan Haley, and Mr. Morrison, State Lands; and from the OSHD, Bud Shirley, Al Bates, Gary Potter, Steve McNab, Dick Lenz and Hal Versteeg.

JHV:jh
cc: E. S. Hunter
H. S. Coulter
Bud Shirley
Gary Potter
C. T. Keasey

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 10, 1974

TO MEMORANDUM TO THE FILES

FROM Donald L. Trout, Design Office Engineer

SUBJECT Surface Mining Permits
Garden Valley Rd.-Fairgrounds Road Sec.
I-5
Douglas County

Today I discussed with Mr. Stan Ausmus, Dept. of Geology and Mineral Industries, the control they have over the wasting of excess roadbed excavation material from Mt. Nebo. Mr. Ausmus stated they technically have no control of the wasted excess material because the source of the excess material is from a highway roadbed cut which is considered on-site construction and is exempt from the mining law.

Our contractor has applied to the Dept. of Geology and Mineral Industries for a permit to waste the excess material. The application, for a waste site, has been accepted without reference to the source of material. The waste area is not within the control of the Removal/Fill Permit law administered by the Division of State Lands either. Mr. Ausmus stated they accepted the application with the feeling that if our contractor was interested in controlling and reclaiming the waste area, they would approve of it.

DLT:jh

1
2
3
Swenson
P. Olson
Trout T

RECEIVED
JUL 1 0 1974
ROAD DESIGN

Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

#2103

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

July 2, 1974

Mr. James Kotter
Office of the Regional Solicitor
Federal Highway Administration
U. S. Department of Transportation
Mohawk Building
Portland, Oregon

RECEIVED
JUL 3 1974
LEGAL

Mr. John Leahy
Office of the Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Re: Jackson vs. Brinegar, et al

Gentlemen:

As you know, this office represents S. D. Spencer & Son, prime contractor on OSHD contract for construction of the Garden Valley Road to Fairgrounds Interchange, section of Interstate 5 in Roseburg.

The above-captioned litigation has already had a serious impact on the progress of the work, and certainly presents the possibility of enormous complication, delay and added cost.

I have previously recommended to Jim that the attorneys get together to discuss the litigation, and our respective roles, as well as to exchange pertinent information.

I would like to suggest that we meet one day next week. I would be available for a meeting in Salem on Wednesday afternoon, July 10, or I could meet in Portland on Tuesday, Thursday or Friday.

Please advise as to who should be present, as to an agreeable time, date and place. Thank you for your cooperation.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

cc: Jack Collins
Walt Berry

STATE OF OREGON

INTEROFFICE MEMO

TO: Oregon State Highway Division
Attn: Mr. Don Trout

DATE: June 25, 1974

FROM: Mined Land Reclamation Division'

SUBJECT: Oregon State Highway Division Contract #8003
S. D. Spencer and Son - Garden Valley Project

Attached are copies of the application, maps and drawings received by this office from S. D. Spencer and Son for the Garden Valley fill site. We are submitting these to you for your purposes at this time and not as a part of our formal circulation of permit applications.

When S. D. Spencer and Son's permit application is complete, we will be making a formal circulation which may embody certain changes not indicated in the enclosed documents.

Prior to issuance of an Operating Permit by this Department for the Garden Valley fill site, additional information concerning plans for the property north of the present park site will be requested from the applicant. When this information is obtained, you will be provided with copies for your purposes.

Standley L. Ausmus

Standley L. Ausmus
Administrator
Mined Land Reclamation

1

Trout

81-125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 20, 1974

Salem, Oregon

FILE:

FROM: Walter J. Hart
Bridge Engineer by R. W. Eckert

SUBJECT: Structural Steel Inspection
Garden Valley-Fairgrounds Rd. Int. Sec.
Pacific Hwy.
Contract 8003

TO: Mr. H. S. Coulter
Assistant State Highway Engineer

The contractor for the Garden Valley Road-Fairgrounds Interchange Section has indicated that the structural steel for the Hospital Bridge widening will be fabricated in Japan. Fabrication will be by Japan Steel Tower Company, Ltd. at its Wakamatsu-Ku plant.

Tentatively fabrication will start in September and run through February of 1975, a period of six months.

We have contacted Pittsburgh Testing Laboratory for a rough estimate of inspection costs. If they were to put a resident inspector in the shop to handle the inspection for us, they estimate a weekly cost of $875 plus a $1,200 mobilization cost. For the approximately 26 weeks of fabrication time PTL's cost of inspection would be approximately $24,000.

Ed Rief has been contacted and would be willing to undertake this assignment. It is estimated that Mr. Rief can be placed in the plant in Japan at a cost less than that estimated by PTL. The estimated cost to put Ed Rief in the Steel Tower Co. plant for a period of 26 weeks is approximately $22,000. The breakdown on this is as follows:

Transportation	$1,200	# 1200
Per Diem 180 Days @ $45	8,100	# 8100
Salary - 6 months @ $1,500	9,000 +31%	11,790
Postage and Phone	200	200
Miscellaneous ~~20%~~ 10%	~~3,700~~	# 2110
TOTAL	$22,200	# 23,400 HSC

I would recommend that with the [illegible] inspection approximately equal between PTL and having Ed Rief perform the inspection that we proceed with making arrangements to have the inspection done by Mr. Rief.

6-20-74

Approved as Recommended

ASST. STATE HWY. ENGR.

JUN 20 1974

Office of
Assistant State Highway Engineer

One thing that should be noted is per diem expenses in Japan are high. They vary from approximately $35 in the more isolated areas to approximately $55 in the large metropolitan areas. For the purpose of this proposal a per diem value of $45 per day is assumed.

WJH/ag

cc E. S. Hunter
John Jenkins
Ed Rief

#8003

Garden Valley - Fairgrounds Rd

MERTEN & SALTVEIT
Attorneys at Law

CHARLES J. MERTEN
NOREEN K. SALTVEIT

PETER C. DAVIS, of Counsel

1008 S. W. Sixth Avenue
Suite 213
Portland, Oregon 97204
Tel: (503) 227-3157

June 13, 1974

RECEIVED JUN 17 1974 ROAD DESIGN SECTION

RECEIVED JUN 17 1974 DIVISION OF STATE LANDS

William S. Cox
Director
Division of State Lands
502 Winter Street, N.E.
Salem, Oregon 97310

Re: Application of S. D. Spencer & Son, and others -- South Umpqua River, Roseburg, Oregon

Dear Mr. Cox:

This firm represents Paul Jackson of Roseburg, Oregon who owns a warehousing business in that city, just to the north of Gaddis Park.

S. D. Spencer & Son is a Vancouver based general contractor who was recently awarded a contract by the Highway Division to remove 1,300,000 cubic yards of rock from Mt. Nebo in Roseburg in connection with an I-5 widening project.

The contract between OSHD and Spencer does not specify the disposal site for the rock.

It is our understanding that Spencer has an option to purchase seven acres of wetlands situate immediately north of Gaddis Park and between the park and Mr. Jackson's property. One million cubic yards of rock are proposed to be disposed in the wetlands, which will raise the ground level by some 25 feet, totally extinguishing the wetlands.

If this project is pursued, a feeding and breeding ground for water fowl, and other wildlife will be destroyed, Gaddis Park will be irrevocably altered, and the natural drainage of storm water and the natural flow of flood water from the South Umpqua River will be substantially modified.

In addition, this same I-5 widening project calls for the removal of 360,000 cubic yards of gravel from the South Umpqua River. The contractor for that project is unknown to us.

REFERRED TO
Cole ____ Reed ____
Eriksen ____ Sample ____
Hager ____ Watson ____
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Copy sent to Hosaner, FHWA.

RECEIVED JUN 24 1974 Office of Assistant State Highway Engineer

This letter is to notify you that Mr. Jackson strenuously objects to these projects as being inconsistent with the provisions of ORS 541.610 and ORS Chapter 468.

We wish a copy of any application submitted to you for a permit for such activities and desire to participate in any informal conferences or hearings which you might conduct. Furthermore, if you issue a permit or permits, we wish to be notified immediately and state, in advance, our interest to request contested hearing procedures.

In addition to the factors mentioned above, you should be aware, that in relation to the disposal site, the proposed route for the heavy earth movers in carrying out the rock goes through residential and commercial areas of Roseburg, goes within 20 feet of the Douglas Community Hospital, and within 50 feet of a new addition to Roseburg High School. Further, the filling operation will take approximately two years to complete. Finally, some 268 Roseburg residents signed a petition and submitted to the Roseburg City Council opposing the disposal site.

If you have already issued permits, Mr. Jackson hereby requests a contested hearing on such issuance pursuant to ORS 541.627.

Very truly yours,

CJM:sp

Charles J. Merten

cc: Hon. Tom McCall
Hon. James Reddin
Hon. Clay Myers
Kesslor Cannon, Director, DEQ
State Geologist
State Wildlife Director
State Fisheries Director
State Forester
State Soil and Water Conservation Commission
Director, State Department of Agriculture
State Parks Director
State Marine Director
Director, State Water Resources Board
State Highway Engineer

P.S. We further request a hearinong on any permit on a haul route that you have issued S. D. Spencer & Son. CJM

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

Versteeg
A. Olson
Terpin
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Swenson
R. Olson
Trout

RECEIVED
MAY 16 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring Up
Other

May 15, 1974

Mr. Donald Trout
Design Office Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Don:

The enclosed permit is for Highway Job No. 90. This includes the projects submitted on January 23 and February 14, 1974 for the Garden Valley Road - Fairgrounds Interchange section. However, the fills at Mercy Hospital and at the Fairgrounds are omitted from this permit since permits have already been issued for those projects to Mercy Hospital (FP 1056) and Douglas County (FP 1383).

Please call if you have any questions.

Sincerely,

DIVISION OF STATE LANDS
William S. Cox, Director

Jan Haley

(Mrs.) Jan Haley
Waterway Permit Supervisor

JH:dk

Enc.

cc: Fish Commission of Oregon
Oregon Wildlife Commission
Department of Environmental Quality
State Water Resources Board
Soil and Water Conservation Commission

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

South Umpqua River
Douglas County
Includes RP application 1370
Highway Job No. 90

Expires: 5-6-75

MATERIAL REMOVAL/Fill PERMIT NO. 1392

S. D. SPENCER & SON

is hereby authorized to remove/fill materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal/fill of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

May 6, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal/Fill Permit No. 1392

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will minimize any turbidity increase. ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) x GRASS x SHRUBS x TREES SHALL BE PLANTED _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No (x) DIKE CONSTRUCTION (x) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream except as in No. 10 below without prior written approval from the Division of State Lands.

(x) 7. There shall be no (x) REMOVAL (x) FILLING in the permit area between the period of October 15 to June 1 without prior approval of the Division of State Lands.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Waste materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. On the bridge construction only, equipment may be operated in the active flowing stream between June 1 and October 15.

(x) 11. Freshly poured concrete shall not come in contact with the flowing stream.

(x) 12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 6, 1974

RECEIVED
JUN 20 1974
DEPT OF GEOLOGY
& MINERAL INDUS.

6-11-74

APPLICATION FOR PERMIT

George D. Spencer, doing business as S. D. Spencer & Son, referred to herein as Applicant, hereby applies for a permit to construct and use roads for hauling rock material across tracts referred to herein as Park Property and City Property, and to place rock material thereon.

The Park Property is designated as such on the map attached hereto as Exhibit A, and is particularly described in Exhibit B. The City Property, which is designated as such on Exhibit A, lies north of the Park Property and adjacent thereto.

Applicant has the contract for widening Interstate 5 in and near Roseburg, known as the Oregon State Highway Project, Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County. In the course of the project material will be removed from Mt. Nebo, which lies adjacent to the freeway and near the city-center interchange. Some of this material will be disposed of at locations other than the freeway right-of-way and State designated waste sites. Applicant proposes to place part of this material on the Park Property and City Property, and part on property lying North of the City Property. Applicant has an option to purchase the Easterly portion of such property to the north described as Tracts 3 through 6 and Lots 4 through 38, Resubdivision of Gaddis Plat A, Do. Co., Ore.; this

RECEIVED
JUN 20 1974
DEPT OF GEOLOGY
& MINERAL INDUS.

6-11-74

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portion is referred to herein as Optioned Property. The remainder is owned by Memorial Properties, Inc. and is dedicated for cemetery purposes but not yet used as such. Such remainder is referred to herein as Cemetery Property.

Applicant proposes to construct roads across the Park Property and City Property in the locations shown on Exhibit A, for the purpose of hauling materials to and from the freeway right-of-way.

Applicant seeks approval from the City of Roseburg, State of Oregon, and the General Services Administration, United States of America, to haul material across the Park Property and place material thereon; and from the City of Roseburg to haul material across the City Property and place material thereon; all as hereinafter set forth.

As consideration for such permits Applicant agrees as follows:

1. Applicant shall construct roads across the Park Property and City Property in the locations shown on Exhibit A. The roads shall have a rock base and surface adequate to support loaded vehicles. Applicant shall take measures to keep dust within limits prescribed by the State of Oregon Department of Environmental Quality.

2. Prior to December 1 , 1975, Applicant shall con-

struct restrooms on the Park Property in accordance with plans set forth on Exhibit C attached hereto. Applicant at his expense shall provide a water line at least 3/4" in diameter for Oregon Water Corporation service to the restrooms and shall connect the restrooms to the North Roseburg Sanitary District sewer line. Necessary permits for the sewer connection shall be obtained by the City of Roseburg, and connection fees, assessments, and use charges, if any, shall be paid by the City.

3. Applicant shall provide an adequate rock base and rock surface for a parking lot on the easterly portion of the Park Property, the location and dimensions of which shall be specified by the City of Roseburg. Applicant shall construct an all-weather road to connect the parking lot to the road system shown on Exhibit A.

4. Applicant shall place material on the City Property sufficient to raise the surface thereof to approximately the same level as the optioned property. He shall at his option also place material on the easterly portion of the Park Property sufficient to raise the surface thereof to approximately 455 feet above sea level but not to exceed the level of the City Property, and then at his option shall place additional material on such easterly portion of the Park Property not to exceed 144,000 cubic yards, in order to provide interesting and aesthetic contours, but shall attempt to place most or all of such additional material at some location other than the property described herein. The City of Roseburg Parks Director shall specify the location and shape of such contours.

There shall be no unsightly, dangerous or impractical grade changes on any property or at the boundary of any property on which fill material is placed. The City of Roseburg shall grant slope easements on the Park Property.

All material placed on the Park Property and City Property shall be covered at Applicant's expense with topsoil adequate to support grass and shrubs. To that end Applicant may first strip the topsoil from the areas to be covered, and then use such topsoil for the cover.

5. Applicant shall observe every reasonable precaution to avoid disturbing the natural state of the ravine on the westerly portion of the Park Property, and the river bank to and including the tree line, except as necessary to construct, use and maintain the haul roads, and except as he may be otherwise directed by the City of Roseburg Parks Director. In any event, upon termination of this permit, as hereinafter provided, Applicant shall restore said areas to their natural state, except as otherwise directed by the Parks Director.

At the request of the Parks Director and under his supervision Applicant shall construct a waterfall at the northerly end of said ravine , if consistent with master drainage plan.

6. At the option of the City and if appropriate permits can be obtained, Applicant shall provide a rock base and asphalt surface for a bicycle path along the northerly and easterly banks of the South Umpqua River, commencing at the easterly boundary of the Park Property, in accordance with specifications set out in the request for permit now on file with the State Land Board, and attached hereto as Exhibit D. The bicycle path proper shall be surfaced with 3" Class "B" asphaltic concrete to City of Roseburg standards for such paths.

The City of Roseburg shall obtain all permits, and shall bear the initial cost and continuing cost of such permits, if any.

The cost of clearing the area to be filled, and disposing of debris, shall be borne by Applicant.

The City of Roseburg shall indemnify Applicant and hold him harmless from all loss, costs, damages and expenses occasioned by or arising out of any occurrence causing injury or damage to persons or property which is attributable to the presence of the bicycle path or base thereof, provided the work is done substantially in accordance with all necessary permits obtained by the City as aforesaid, including but not limited to permits from the Southern Pacific Railroad Company and the Oregon State Land Board, if required.

The base for the path shall be constructed before any significant amount of material is placed on any other property described herein.

7. Prior to termination of the work on the Park Property Applicant shall repair all damage which he has done to the bicycle path which now traverses the Park Property; reconstruct those portions which have been removed in the course of the work; and connect the easterly terminus of the present path to the path to be constructed, to the standards set forth above.

8. Applicant shall provide for adequate drainage of all surface water on and across all properties on which he places

roads or fill material, and shall not in any respect restrict the natural flow of water from areas lying north, east and west of the Optioned Property and Cemetery Property.

In no event may Applicant change the location of the natural drainage channel situated on the westerly portion of the Park Property.

If Applicant does not change the location of the natural drainage on properties lying north of the Park Property, he shall be required to provide drainage tile only where the drainage course lies within a roadway.

If Applicant changes the location of the natural waterway and thereby places it upon any dedicated right-of-way, he shall provide drainage tile for the entire length of the drainage course from the northerly boundary of the Optioned Tract to the northerly boundary of the City Property, and thence across either the City Tract or the Park Property, at his option, to the natural drainage channel.

9. Applicant shall take adequate precautions to avoid damage to the sewer lines, manholes, and water lines, if any, which are now situated upon properties described herein, and to avoid causing erosion of the river bank. Applicant shall forthwith repair any damage or erosion which the Roseburg City and State Highway Engineer Engineer/determine Applicant has caused. Applicant shall raise all manholes to conform to the finished grade of the properties

on which he places fill material.

10. On or before July 31, 1977, Applicant shall dedicate to the public the westerly twenty feet of Lots 20 through 38, Block 3, Resubdivision of Gaddis Plat A, Douglas County, Oregon.

If Applicant hauls any rock or processed rock material on the presently improved portion of Hicks Street, Highland Street or Park Street he shall at his expense, prior to hauling, install traffic signal lights at the intersection of such street and Garden Valley Boulevard and upon completion of such hauling but in any event prior to the termination of this permit as hereinafter set forth he shall rebuild such street from Garden Valley Boulevard to the north boundary of the optioned property, and shall improve Highland Street from the northerly boundary of the optioned property to the northerly boundary of the City Property. All improvements shall meet City of Roseburg standards, including but not limited to grade, asphalt surface, curbs and gutters, and storm drains.

Applicant need not open or improve any street on which he does not haul such material unless he is required to improve Highland Street as aforesaid, and he shall not open or improve any such street without written permission from the City of Roseburg.

In any event, Applicant shall make provision for a 150' cul de sac at the southerly terminus of Highland Street contiguous to the northerly boundary of the City Property, unless and until Highland Street is continued in a southerly direction from the northerly boundary of the City Property. The cul de sac need not be improved unless Applicant hauls material on Highland Street; but in such event, the cul de sac shall be improved to city standards as aforesaid.

11. Applicant shall provide water, power and telephone service lines to the north boundary of the City Tract.

12. Nothing contained herein shall be deemed authority by any party hereto for development of the Optioned Property in any particular manner.

13. This permit shall terminate when Applicant has completed the said Oregon State Highway Project, but in any event no later than July 31, 1977. All work to be performed by Applicant as described herein shall be completed on or prior to the date on which the permit is terminated.

14. Applicant shall forthwith provide a bond, in the penal sum of $300,000.00, in favor of the City of Roseburg and with a surety satisfactory to the City of Roseburg, guaranteeing performance of all of Applicant's obligations set forth herein.

15. The granting of this application and endorsement by all parties hereto shall constitute a binding contract by and among the parties to this application.

IN WITNESS WHEREOF, Applicant has signed this Application for Permit the 11 day of June, 1974.

S.D. SPENCER & SON

By _____

Permit granted this

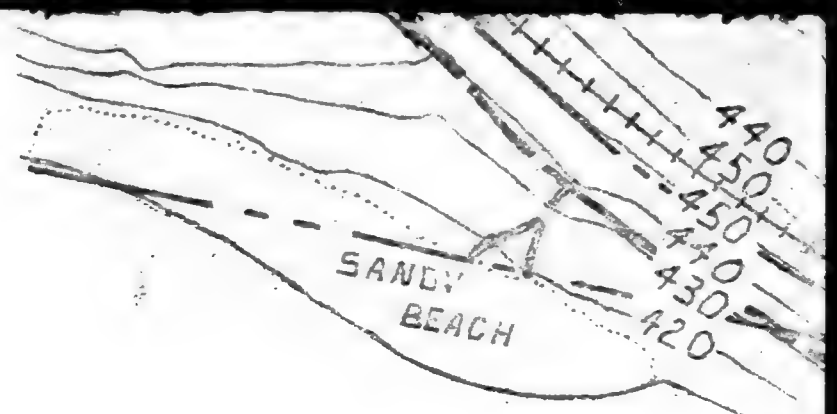
11 day of June, 1974.

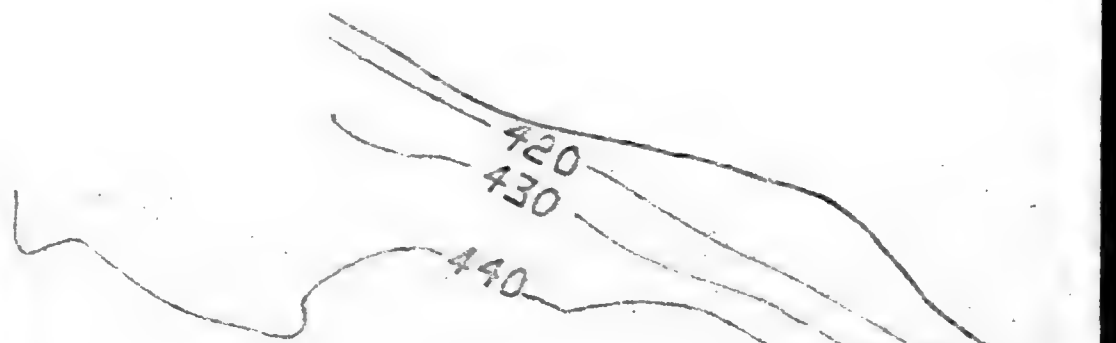
CITY OF ROSEBURG

By _____ Mayor

By _____ Recorder

NOT FILMED
ORIGINAL IN
FILE





LEGEND

- BICYCLE TRAIL (EXISTING)
- BICYCLE TRAIL (PROPOSED)
- N — NATURE TRAIL (PROPOSED)
- PARK BOUNDARY
- ROADS
- PROPOSED FILL AREA

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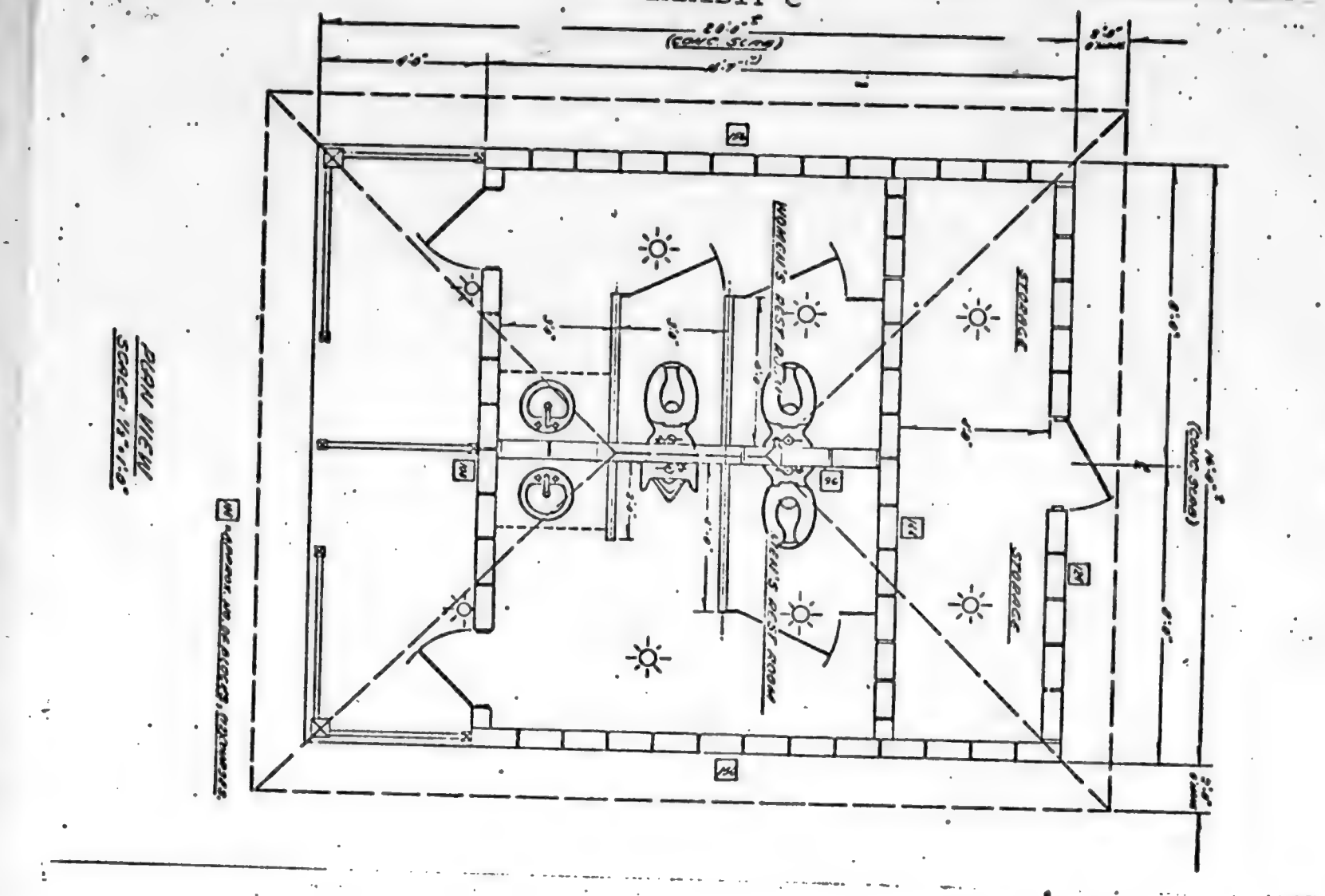
SHEET: 1
DRN. BY:
CHECKED:

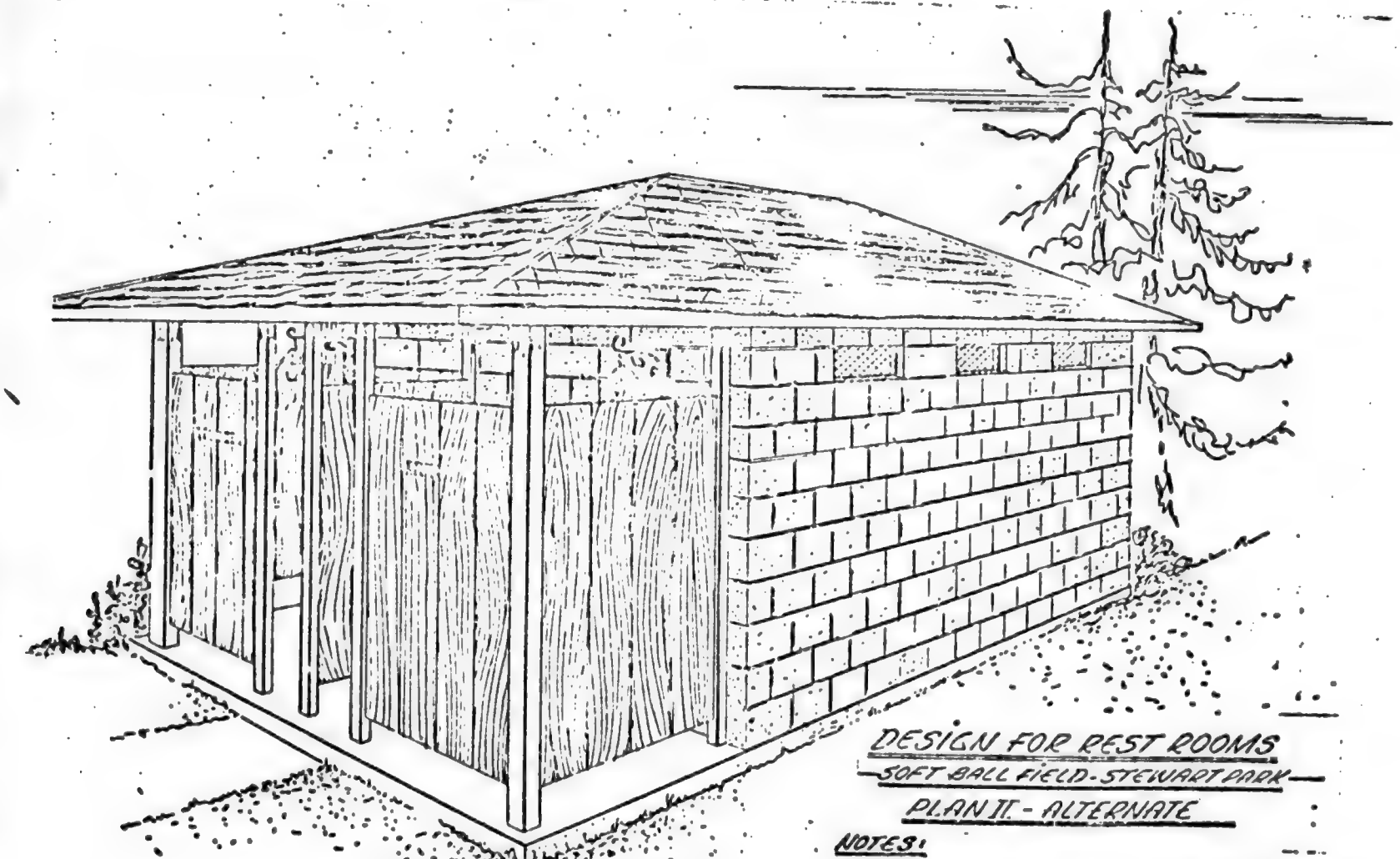
EXHIBIT B

Beginning at a point on the northerly boundary of a parcel of land conveyed to the United States of America as described by Deed recorded in Vol. 94, Page 157, Deed Records of Douglas County, Oregon, said point being at the intersection of said northerly boundary and the easterly Right of Way line of relocated Pacific Highway (U.S. 99) as described in Deed of Easement from the United States of America to the Oregon State Highway Department, recorded in Vol. 219, Page 119 of said Records; said point being also the southeasterly corner of a parcel of land conveyed by Laurel Lodge No. 13, A.F. & A.M. to the State of Oregon described in Vol. 226, Page 627 of said Records; said point being also the southwest corner of a parcel of land conveyed by said Laurel Lodge to Roseburg Memorial Gardens, Inc. described in Vol. 226, Page 766 of said Records; said point bearing N. 4° 44' 30" W., 2096.7 feet from the northwest corner of J. Huntley D.L.C. No. 56 situated in T. 27 S., R. 6 W., W.M.; thence east 1151.05 feet, along the said northerly boundary of property herein conveyed to its intersection with the west Right of Way line of the Southern Pacific Railroad; thence along said Railroad Right of Way line in a 5° curve to the left, the chords of which are as follows: S. 20° 21' E., 212.7 feet, S. 30° 32' E., 199.8 feet, S. 42° 47' E., 299.3 feet, and S. 56° 25' E., 259.65 feet, to its intersection with the meander line of the right bank of the South Umpqua River; thence, following said Meander line, N. 79° 04' W., 994.3 feet, N. 88° 50' W., 389.15 feet and S. 87° 52' W., 183.1 feet, to its intersection with the easterly Right of Way line of said Highway; thence N. 19° 56' 30" W., 579.9 feet, along said Highway Right of Way line to the place of beginning, containing 16.34 acres, more or less.

RESERVING TO THE GRANTOR all gas, oil and minerals in the said tract of land, together with the right of the Grantor through its authorized agents, representatives, or lessees at any time to enter upon the lands and prospect for, mine, and remove such minerals, so far as such right does not interfere with the continuous use of the property as and for public park and public recreational area purposes as determined by the Secretary of the Interior, or his successor in function.

EXHIBIT C





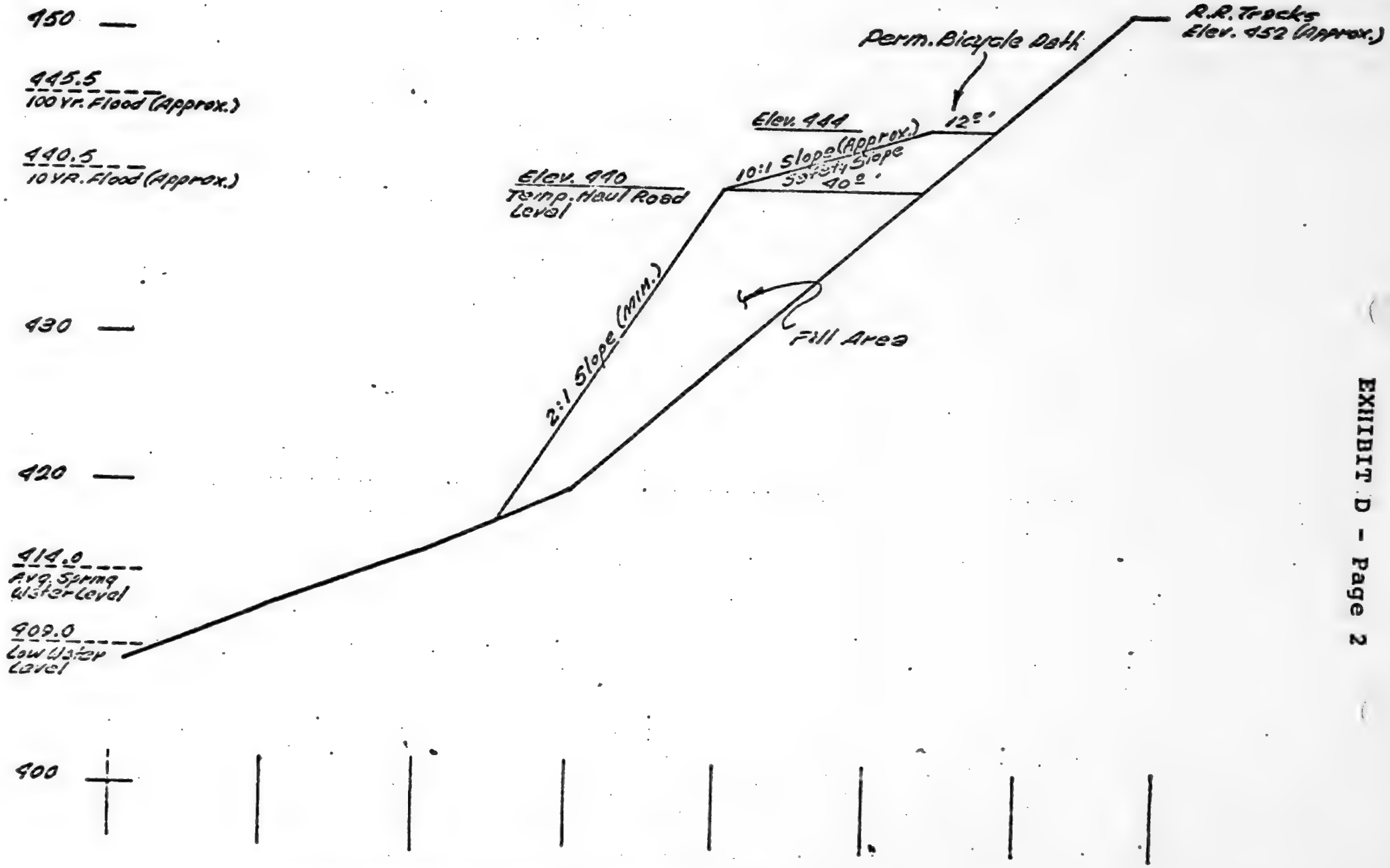
DESIGN FOR REST ROOMS

SOFT BALL FIELD - STEWART PARK

PLAN II - ALTERNATE

NOTES:

1. STD. 6"-8"-16" CONC. BLOCK ON CONC. SLAB CONSTR.
2. SASH & DOOR WINDOWS AS REQ'D.
3. [illegible]
4. [illegible]
5. [illegible]
6. PAINT INSIDE WALLS - LIGHT TAN, OUTSIDE WALLS - PAINT OUTSIDE WALLS [illegible]



CROSS-SECTION AT WESTERLY END OF PROJECT
(STA. 8+00)

Scale: 1" = 10' Vertical
1" = 30' Horizontal

EXHIBIT D - Page 2

CROSS-SECTION AT CROSS STR. C

(100+00 ±)

Scale: 1" = 10' Horizontal
1" = 30' Vertical

400 — 410 — 420 — 430 — 440 — 450

Elev. 411.0 Low Water Level

Elev. 416.0 Water Surface Elev. Spring High Level

Elev. 430 Temp. Water Level

Elev. 434 (Approx.) 12'±

Perm. Bicycle Path

R.R. Tracks Elev. 450 (Approx.)

2:1 Fill Area

2:1 Slope (Min.)

10'± Slope Easement

40'±

Pedestrian Path (Min.)

10' ± Finished Pavers

6" ± Finished Pavers

10' ± Finished Pavers

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-35	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-1-74	COUNTY Douglas
		PROJECT NO. I-5-3(95)124

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 1.62 mi. S. of Roseburg, N. 2.54 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-74	2.564
OTHER *(Specify)*		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,435,595	$ 11,474,322

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Schunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By W. V. Smith
G. L. Green (Division Engineer)

Date executed by Division Engineer May 1, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-3(95)124

GARDEN VALLEY RD.-FAIRGROUNDS INTERCH. SEC.

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, April 25, 1974

Project Agreement Estimate

Type Code 6203
Roadway (Sta. 2522+84.64 to Sta. 2589+26.80 Bk Eq. 2590+38.76 Ah to Sta. 2650+80)

Mobilization	All Required		$1,000,000.00
Furnishing Field Laboratory	1 only	2,050.00	2,050.00
Temporary Protection and Direction of Traffic	All Required		90,000.00
Temporary Signs	1,000 sq.ft.	8.50	8,500.00
Temporary Barricades	6 only	60.00	360.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	3,400 lin.ft.	6.00	20,400.00
Temporary Concrete Barriers, Reflectorized	8,600 lin.ft.	3.50	30,100.00
Moving Temporary Concrete Barriers	16,200 lin.ft.	2.50	40,500.00
Oversize Advance Construction Signs	All Required		5,000.00
Temporary Impaired Clearance Warning System	All Required		11,000.00
Neon "Slow" Sign	All Required		3,500.00
Flagmen	7,000 hours	11.50	80,500.00
Clearing and Grubbing	All Required		80,000.00
Removal of Structures and Obstructions	All Required		107,400.00
Ditch Excavation	840 cu.yds.	3.50	2,940.00
General Excavation	1,030,000 cu.yds.	2.20	2,266,000.00
Extra for Selected Rock Embankment Material	55,000 cu.yds.	1.00	55,000.00
Trench Excavation	10,500 cu.yds.	6.50	68,250.00
Finishing Roadbed and Slopes	All Required		20,000.00
Obliteration of Roadway	All Required		7,000.00
Furnishing and Placing Topsoil	13,500 cu.yds.	3.70	49,950.00
Watering	3,000 M-gals.	5.00	15,000.00
Structure Excavation	3,000 cu.yds.	10.00	30,000.00
Plant Mix Aggregate Base	59,900 tons	4.60	275,540.00
Cement Treated Base Mixture	75,000 tons	4.60	345,000.00
Portland Cement in CTB Mixture	4,130 tons	46.00	189,980.00
Asphalt in Seal	340 tons	120.00	40,800.00
Class "B" or Class "C" Asphalt Concrete Mixture	53,200 tons	7.00	372,400.00
Class "E" Asphalt Concrete Mixture	6,700 tons	9.00	60,300.00

Class "C" Asphalt Concrete Mixture in Leveling	2,500	tons	9.00	$ 22,500.00
Class "C" Asphalt Concrete Mixture on Bike Structure	50	tons	30.00	1,500.00
Asphalt Cement in Mixture	4,060	tons	80.00	324,800.00
Portland Cement Additives in Class "E" Mixture	67	tons	100.00	6,700.00
Asphalt in Tack Coat	24	tons	130.00	3,120.00
Class A Concrete in Retaining Wall	320	cu.yds.	120.00	38,400.00
Reinforcement in Retaining Wall	15,000	lbs.	0.48	7,200.00
Rock Gabions	3,200	cu.yds.	43.00	137,600.00
8-inch Culvert Pipe	770	lin.ft.	4.40	3,388.00
10-inch Culvert Pipe	600	lin.ft.	5.10	3,060.00
12-inch Culvert Pipe	90	lin.ft.	6.20	558.00
15-inch Culvert Pipe	220	lin.ft.	15.40	3,388.00
18-inch Culvert Pipe	200	lin.ft.	13.60	2,720.00
60-inch Culvert Pipe	40	lin.ft.	59.50	2,380.00
8-inch Storm Sewer Pipe	650	lin.ft.	3.60	2,340.00
12-inch Storm Sewer Pipe	5,880	lin.ft.	7.50	44,100.00
15-inch Storm Sewer Pipe	1,670	lin.ft.	9.50	15,865.00
18-inch Storm Sewer Pipe	980	lin.ft.	11.00	10,780.00
21-inch Storm Sewer Pipe	370	lin.ft.	14.40	5,328.00
24-inch Storm Sewer Pipe	1,170	lin.ft.	16.80	19,656.00
27-inch Storm Sewer Pipe	170	lin.ft.	19.30	3,281.00
30-inch Storm Sewer Pipe	800	lin.ft.	23.70	18,960.00
36-inch Storm Sewer Pipe	1,200	lin.ft.	30.00	36,000.00
8-inch Sanitary Sewer Pipe	900	lin.ft.	3.50	3,150.00
10-inch Sanitary Sewer Pipe	1,050	lin.ft.	4.60	4,830.00
12-inch Sanitary Sewer Pipe	220	lin.ft.	8.00	1,760.00
Extra for Pipe Under Pavement	1,250	lin.ft.	33.00	41,250.00
Concrete Manholes	48	only	1,200.00	57,600.00
Concrete Inlets, Type G-1	34	only	335.00	11,390.00
Concrete Inlets, Type G-2	6	only	385.00	2,310.00
Concrete Inlets, Type CG-1	12	only	430.00	5,160.00
Concrete Inlets, Type G-2MA	14	only	450.00	6,300.00
Concrete Inlets, Type B	3	only	400.00	1,200.00
Concrete Slope Protectors	1	only	500.00	500.00
6-inch Drain Pipe	1,200	lin.ft.	4.00	4,800.00
8-inch Drain Pipe	1,650	lin.ft.	5.00	8,250.00
12-inch Drain Pipe	770	lin.ft.	11.00	8,470.00
Special Filter Material in Drains	540	cu.yds.	10.00	5,400.00
Guard Rail, Type 1	180	lin.ft.	2.50	450.00
Guard Rail, Type 1A	2,600	lin.ft.	3.50	9,100.00
Guard Rail, Type 2A	6,000	lin.ft.	6.70	40,200.00
Metal Median Barrier Connection	140	lin.ft.	10.00	1,400.00
Guard Rail Anchors, Type 1	3	only	250.00	750.00
Guard Rail Anchors, Type 2	4	only	250.00	1,000.00
Rail End Pieces, Type A	14	only	10.00	140.00
Rail End Pieces, Type B	2	only	5.00	10.00
Rail End Pieces, Type C	1	only	150.00	150.00

Type 2 Fence	9,000 lin.ft.	1.80	16,200.00
Type 3 Fence	6,000 lin.ft.	2.00	12,000.00
20'x64" Double Gates	1 only	660.00	660.00
36" Chain Link Fence	2,800 lin.ft.	7.00	19,600.00
CL-6 Chain Link Fence	3,400 lin.ft.	10.00	34,000.00
Rock Protection Fence	770 lin.ft.	20.00	15,400.00
Concrete Walks	3,170 sq.yds.	7.00	22,190.00
Concrete Curbs	450 cu.yds.	60.00	27,000.00
Concrete Islands	100 cu.yds.	70.00	7,000.00
Concrete Barrier	18,060 lin.ft.	12.00	216,720.00
Paved Culvert End Slopes	70 sq.ft.	6.00	420.00
Drainage Curbs	3,700 lin.ft.	1.50	5,550.00
Loose Riprap, Class 700	570 cu.yds.	14.00	7,980.00
Filter Blanket	120 cu.yds.	10.00	1,200.00
Guide Posts	200 only	10.00	2,000.00
*Flexible Guide Posts	30 only	30.00	900.00
Vehicle Barrier Posts	6 only	120.00	720.00
Reconstructing Concrete Manholes	1 only	900.00	900.00
Capping Inlets	1 only	150.00	150.00
2-inch Electrical Conduit	1,160 lin.ft.	5.00	5,800.00
3-inch Electrical Conduit	90 lin.ft.	14.00	1,260.00
Roadside Seeding and Mulching	19 acres	640.00	12,160.00
Signing			
Removal of Existing Sign Installations	All Required		1,500.00
Painted Wood Sign Posts	All Required		2,000.00
Sign Support Footings	All Required		12,000.00
Breakaway Sign Posts	All Required		32,500.00
Single Sign Supports	All Required		20,000.00
Structure Mounts	All Required		6,000.00
Type "A" Signs in Place	3,588 sq.ft.	10.00	35,880.00
Type "C", "D" and "R" Signs in Place	470 sq.ft.	5.00	2,350.00
Type "E", "F", "G", "H", "I" and "M" Signs in Place	309 sq.ft.	5.00	1,545.00
Type "EE" Signs in Place	230 sq.ft.	7.00	1,610.00
Type "U" Signs in Place	10 sq.ft.	6.50	65.00
Move and Reinstall Existing Signs	All Required		100.00
Sign Illumination Equipment	All Required		1,500.00
Thermoplastic Pavement Arrows	7 only	150.00	1,050.00
Illumination			
Removal of Existing Illumination	All Required		2,400.00
High Mast Wood Towers	All Required		24,000.00
Luminaires and Ballasts	All Required		12,000.00
Underdeck Luminaires and Ballasts	All Required		4,000.00
Switching, Conduit, Wiring, Lamps, etc.	All Required		25,000.00

Traffic Signals			
Traffic Signal Installation, Complete	All Required		$ 57,000.00
			$6,858,974.00
Additional Items			
Slide Correction	All Required		$ 50,000.00
Permanent Pavement Striping	All Required		2,000.00
Stage Construction Striping	All Required		5,000.00
Temporary Erosion Control	All Required		10,000.00
Traffic Signal Controller Testing	All Required		1,000.00
Construct 2 Sewer Cleanouts	All Required		400.00
On Job Trainees (15 @ $800)	All Required		12,000.00
Pacific Power and Light	All Required		1,916.00
			$ 82,316.00
	Subtotal		$6,941,290.00
	Engineering		694,129.00
	Total		$7,635,419.00

*Experimental, Category II

Type Code Y101
Concrete Barrier (Sta. 2513+00 to Sta. 2522+37.42)

Concrete Barrier	940 lin.ft.	12.00	$ 11,280.00
	Subtotal		$ 11,280.00
	Engineering		1,128.00
	Total		$ 12,408.00

Type Code X032
S. Umpqua River Br., Br. No. 7404A (Sta. 2529+15.34 to Sta. 2536+29.34)

Bridge Removal Work	All Required		$ 112,000.00
Shoring, Cribbing, Etc.	All Required		41,730.00
Structure Excavation	2,020 cu.yds.	17.00	34,340.00
Structure Excavation Below Elevation Shown	170 cu.yds.	20.00	3,400.00
Special Footing Backfill	1,800 cu.yds.	7.00	12,600.00
Class A Concrete (3,028 C.Y.)	All Required		476,000.00
50'/60' Type II Prestressed Beams	15 only	2,600.00	39,000.00
90'/95' Type IV Prestressed Beams	15 only	5,500.00	82,500.00
4'x25'/30' Prestressed Slabs	72 only	260.00	18,720.00
4'x50'/55' Prestressed Slabs	3 only	2,500.00	7,500.00
Reinforcement (648,000 lbs.)	All Required		300,000.00
Reinforced Concrete Bridge End Panels	450 sq.yds.	52.00	23,400.00

Structural Steel (1,110,000 lbs.)	All Required		$ 898,350.00
Concrete Overlay	24 cu.yds.	300.00	7,200.00
Surface Finish Existing Bridge	All Required		5,270.00
7-foot Chain Link Fence	All Required		3,250.00
Chain Link Fence on Bikeway Bridge	630 lin.ft.	83.00	52,290.00
8-inch Culvert Pipe	100 lin.ft.	5.00	500.00
2-inch Electrical Conduit	1,500 lin.ft.	5.50	8,250.00
			$2,126,300.00

Type Code X221
Bellows St. O'xing-Br. No. 7668A (Sta. 2548+46 to Sta. 2550+24)

Bridge Removal Work	All Required		$ 80,000.00
Shoring, Cribbing, Etc.	All Required		33,760.00
Structural Excavation	800 cu.yds.	9.00	7,200.00
Structural Excavation Below Elevations Shown	70 cu.yds.	9.00	630.00
Furnish Pile Driving Equipment	All Required		36,000.00
Furnish HP 12x53 Steel Piling	2,100 lin.ft.	8.30	17,430.00
Drive Steel Piles	2,100 lin.ft.	0.30	630.00
Class A Concrete (1,528 C.Y.)	All Required		281,324.00
Reinforcement (493,000 lbs.)	All Required		230,000.00
Reinforced Concrete Bridge End Panels	600 sq.yds.	52.00	31,200.00
Preparation of Slopes	1,500 sq.yds.	5.00	7,500.00
Concrete Slope Paving	1,500 sq.yds.	10.00	15,000.00
Berm Paving	220 sq.yds.	10.00	2,200.00
Slope Paving Curbs	140 lin.ft.	10.00	1,400.00
8-inch Culvert Pipe	65 lin.ft.	4.00	260.00
3/4-inch Electrical Conduit	260 lin.ft.	2.50	650.00
1-inch Electrical Conduit	130 lin.ft.	3.75	487.50
2-inch Electrical Conduit	350 lin.ft.	5.00	1,750.00
			$ 747,421.50

Type Code X221
Hwy. Access Rd. O'xing Bellows St.-Br. No. 7668B (Sta. 'E' 2547+71 to Sta. 'E' 2549+42) (Length 171 feet)

Shoring, Cribbing	All Required		$ 9,300.00
Structural Excavation	330 cu.yds.	8.00	2,640.00
Structural Excavation Below Elevations Shown	30 cu.yds.	8.00	240.00
Furnish Pile Driving Equipment	All Required		13,900.00
Furnish HP 12x53 Steel Piling	820 lin.ft.	8.00	6,560.00
Drive Steel Piles	820 lin.ft.	0.50	410.00
Class A Concrete (520 C.Y.)	All Required		104,400.00

Reinforcement (162,000 lbs.)	All Required		$ 77,000.00
Reinforced Concrete Bridge End Panels	190 sq.yds.	52.00	9,880.00
Preparation of Slopes	550 sq.yds.	5.00	2,750.00
Concrete Slope Paving	550 sq.yds.	10.00	5,500.00
Berm Paving	100 sq.yds.	10.00	1,000.00
Slope Paving Curb	170 lin.ft.	10.00	1,700.00
3/4-inch Electrical Conduit	45 lin.ft.	3.00	135.00
1-inch Electrical Conduit	140 lin.ft.	3.50	490.00
2-inch Electrical Conduit	230 lin.ft.	5.00	1,150.00
			$ 237,055.00

Type Code X221
Harvard Ave. O'Xing-Br. No. 7669A (Sta. 2552+89 to Sta. 2554+77)

Bridge Removal Work	All Required		$ 44,732.00
Shoring, Cribbing, Etc.	All Required		20,781.00
Structure Excavation	1,100 cu.yds.	10.00	11,000.00
Structure Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Furnish Pile Driving Equipment	All Required		43,480.00
Furnish HP 10x42 Steel Piling	1,240 lin.ft.	7.00	8,680.00
Furnish HP 12x53 Steel Piling	2,400 lin.ft.	8.00	19,200.00
Drive Steel Piles	3,600 lin.ft.	0.30	1,080.00
Class A Concrete (2,244 C.Y.)	All Required		387,500.00
Reinforcement (633,900 lbs.)	All Required		333,333.00
Reinforced Concrete Bridge End Panels	600 sq.yds.	52.00	31,200.00
Preparation of Slopes	1,120 sq.yds.	5.00	5,600.00
Concrete Slope Paving	1,120 sq.yds.	10.00	11,200.00
Berm Paving	335 sq.yds.	10.00	3,350.00
Slope Paving Curb	230 lin.ft.	10.00	2,300.00
8-inch Culvert Pipe	160 lin.ft.	4.00	640.00
3/4-inch Electrical Conduit	170 lin.ft.	2.00	340.00
1-inch Electrical Conduit	400 lin.ft.	2.50	1,000.00
2-inch Electrical Conduit	400 lin.ft.	5.00	2,000.00
			$ 928,416.00

Type Code X221
Portland Ave. O'Xing-Br. No. 7670A (Sta. 2612+76.95 to Sta. 2614+06.95)

Bridge Removal Work	All Required		$ 27,454.00
Shoring, Cribbing, Etc.	All Required		11,400.00
Structure Excavation	940 cu.yds.	10.00	9,400.00
Structure Excavation Below Elevation Shown	80 cu.yds.	10.00	800.00

Furnish Pile Driving Equipment	All Required		$ 14,000.00
Furnish HP 12x53 Steel Piling	1,200 lin.ft.	8.00	9,600.00
Drive Steel Piles	1,200 lin.ft.	0.30	360.00
Class A Concrete (454 C.Y.)	All Required		84,700.00
Class A Concrete in Retaining Walls	220 cu.yds.	145.00	31,900.00
Reinforcement (105,000 lbs.)	All Required		50,000.00
Reinforcement in Retaining Walls	15,000 lbs.	0.48	7,200.00
Reinforced Concrete Bridge End Panels	420 sq.yds.	52.00	21,840.00
Preparation of Slopes	560 sq.yds.	5.00	2,800.00
Concrete Slope Paving	560 sq.yds.	10.00	5,600.00
Slope Paving Curbs	120 lin.ft.	10.00	1,200.00
Surface Finish Existing Bridge	All Required		1,750.00
Membrane Waterproofing	1,400 sq.yds.	23.00	32,200.00
2-inch Electrical Conduit	280 lin.ft.	4.00	1,120.00
			$ 313,324.00
	Subtotal		$4,352,516.50
	Engineering		435,251.50
	Total		$4,787,768.00

Length of Roadway
(Concrete Barrier Only) - - - 0.178 mile (exception)
Length of Roadway - - - - - - - 2.335 miles
Length of Structures- - - - - - 0.229 mile

Length of Project - - - - - - - - 2.564 miles

Cost of Roadway Per Mile- - - -- - $3,269,986.72

Retained in Program Status

Temporary Detour Signs	All Required	$ 3,000.00
Oregon Water Corp.	All Required	5,000.00
Pacific Northwest Bell	All Required	3,000.00
Calif. Pacific Utilities (Gas)	All Required	1,500.00
	Subtotal	$ 12,500.00
	Engineering	1,250.00
	Total	$ 13,750.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 7,635,419.00	$ 7,045,201.00	$590,218.00
Concrete Barrier (Only)	12,408.00	11,448.00	960.00
Structures	4,787,768.00	4,417,673.00	370,095.00
Subtotals	$12,435,595.00	$11,474,322.00	$961,273.00
Retained in Program	13,750.00	12,687.00	1,063.00
Totals	$12,449,345.00	$11,487,009.00	$962,336.00

Group 1 - 97% Group 8 - 3%

Contract No. 8003

Prefix 610 - 1044

GARDEN VALLEY RD.-FAIRGROUNDS INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00
Pacific Northwest Bell	All Required	22,000.00
		$ 24,500.00

GARDEN VALLEY RD.-FAIRGROUNDS INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00
Pacific Northwest Bell	All Required	22,000.00
		$ 24,500.00

NOT FILMED
ORIGINAL IN
FILE

NOT FILMED
ORIGINAL IN
FILE

8003

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Walt Hart
Vince Gallagher
A. Shirley
A. W. Bates
Don Trout
Wm. Geibel (SAIF)

April 23, 1974

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, WA 98661

Gentlemen:

The Oregon Transportation Commission on April 22, 1974, accepted your proposal for work on the Garden Valley Rd.-Fairgrounds Interchange Section of the Pacific Highway in Douglas County in the amount of $11,222,770.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on April 22, 1974, awarded you the project, which has been assigned Contract No. 8003.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin May 4, 1974.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of "...the number of trainees to be trained on each selected classification...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

8002

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 16, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Unit

NOTED
E. S. HUNTER

RECEIVED
APR 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Footpaths and Bicycle Trails for
Garden Valley Rd. -Fairgrounds Intchge.
Grading, Paving, Structures, Signing & Illumination Project

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
16	General Excavation	Cu. Yd.	8,800	$ 2.20	$ 19,360.00
18	Trench Excavation	Cu. Yd.	90	6.50	585.00
23	Structure Excavation	Cu. Yd.	1,700	10.00	17,000.00
28	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	1,600	7.00	11,200.00
31	Class "C" Asphalt Conc. Mixture on Bike Structure	Ton	50	30.00	1,500.00
32	Asphalt Cement in Mixture	Ton	107	80.00	8,560.00
37	Rock Gabions	Cu. Yd.	3,200	43.00	137,600.00
64	6-inch Drain Pipe	Lin. Ft.	900	4.00	3,600.00
67	Special Filter Material in Drains	Cu. Yd.	90	10.00	900.00
80	36-inch Chain Link Fence	Lin. Ft.	2,800	7.00	19,600.00
81	CL-6 Chain Link Fence	Lin. Ft.	1,700	10.00	17,000.00
83	Concrete Walks	Sq. Yd.	900	7.00	6,300.00
84	Concrete Curbs	Cu. Yd.	25	60.00	1,500.00
104	Class A Concrete	All	0.23%	476,000.00	1,094.80
107	4' x 25'/30' Prestress Slabs	Each	72	260.00	18,720.00
108	4' x 50'/55' Prestress Slabs	Each	3	2,500.00	7,500.00
109	Reinforcement	All	0.12%	300,000.00	360.00
111	Structural Steel	All	1.91%	898,350.00	17,158.49
115	Chain Link Fence on Bikeway Bridge	Lin. Ft.	630	83.00	52,290.00

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
206	Underdeck Luminaires & Ballasts	All	56.25%	$4,000.00	$ 2,250.00
207	Switching, Conduit, Wiring, Lamps, Etc.	All	6.14%	25,000.00	1,535.00
		TOTAL			$345,613.29

Width: 10' Length: 1.37 miles

Total of all contract items $11,222,770.50
3.1% of contract in footpaths and bicycle trails.

DES:fw

cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

cc: H. S. Coulter
G. L. Green
R. N. Chase w/att.
V. L. Gallagher w/att.
V. E. Skoog w/att.
Alfred Shirley, Jr. w/att.
A. W. Bates w/att.
J. C. McCormick w/att.
G. G. Kennen w/att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 11, 1974

Mr. Lloyd G. A. Lamothe
Highway Relocation Coordinator
Pacific Power & Light Co.
Public Service Bldg.
Portland, OR 97204

Distribution Power Line Relocation
Garden Valley Rd.-Fairgrounds Rd.
Interchange Section
Pacific Highway
Douglas County
Project No. I-5-3(95)124
Your File R/W-9-CO-56

Dear Mr. Lamothe:

Your estimate and sketch maps for the adjustment of your facilities on this project, as submitted with your letter dated February 26, 1974 have been approved by the State and Federal Administration subject to the minor correction of line cut-outs as detailed in the attached revised estimate. This will confirm our verbal authorization to proceed with the work as of March 4, 1974.

Reimbursement for the work performed on and subsequent to March 4, 1974 in the amount of $1916 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

APR 11 1974

PGP:jrk

NOTED
H.S. COULTER

8003 4-8-74

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-3(95)124

STATE PROJECT NO.
GARDEN VALLEY ROAD – FAIRGROUNDS ROAD SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-775

COUNTY NAME
DOUGLAS

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
APR 9'74
REFER TO
Orig – Chrisney
FOR
Info | Ques | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	MARCH 4, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC POWER & LIGHT CO.'S FACILITIES EFFECTIVE MARCH 4, 1974. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $1,916.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) UTILITY ADJUSTMENT — ALL UTILITY PREPARATORY WORK
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE 2-28-74.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE PACIFIC POWER & LIGHT COMPANY CONSISTING OF YOUR 3-28-73 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE PACIFIC POWER & LIGHT COMPANY'S 2-26-74 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S 3-18-74 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

Copies to Boyd Dalbien 4-11-74

NOTED
R. L. SCHROEDER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-8-74	Wayne W. Conrey	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8002

March 28, 1974

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

Attention: G. D. Myllenbeck
County Clerk

MISC. CONTRACTS AND
AGREEMENTS No. 45527

[redacted]

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering a design revision of the frontage road at the Garden Valley Road-Fairgrounds Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(agree. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 26, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

SUBJECT Garden Valley Rd.-Fairgrounds Intch.
Roadway Illumination
Douglas Co., Bridge No. 16152

Attached are two sets of preliminary illumination plans and a copy of the current ADT for Harvard Ave. Intch. and Fairgrounds Rd. Intch. We submit for your review and approval the following proposal as warranted by the AASHO "Informational Guide for Roadway Lighting."

Harvard Ave. Intch.

Complete interchange lighting warranted under Case B-2 and Case B-3. The design light level will be 1.25 to 1.3 fc average maintained with a 2:1 to 4:1 uniformity ratio using 1000 watt metal halide and 1000 watt deluxe white mercury luminaires. The luminaires will be mounted on 50-ft. steel breakaway poles placed 30 feet from the edge of pavement or protected by traffic barriers.

Fairgrounds Rd. Intch.

Complete interchange lighting warranted under "Special Considerations." The design light level will be 1.0 fc average maintained with a 2:1 to 4:1 uniformity ratio using 1000 watt metal halide luminaires. The luminaires will be mounted on 50-ft. steel breakaway poles placed 30 feet from the edge of pavement or protected by traffic barriers.

Between Interchanges

Continuous freeway lighting warranted under Case A-1(a)(b) and Case A-2. The design light level will be 1.0 fc average maintained with a 2:1 to

4:1 uniformity ratio using 1000 watt metal halide luminaires. The luminaires will be mounted on 50-ft. steel breakway poles, placed 30 feet from the edge of pavement or protected by traffic barriers.

The estimated cost for the complete installation as outlined above is $399,000 including an allowance for engineering and contingencies. We propose to install minimum partial interchange lighting at Harvard Ave. Intch. and Fairgrounds Road Intch. at this time with provisions for expanding to full warranted installation at a later date. The estimated cost for the first stage, minimum illumination, is $169,000 including engineering and contingencies.

The first stage is shown on the preliminary plans in red, the second stage in blue. Please review both stages and return one set of plans with your comments and/or approval noted thereon.

JHW:dh
Enclosure

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
L. E. George

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
March 28 and April 11 Bid Lettings

Bids will be taken March 28 and April 11 on the following projects. To completely document our records, an explanation of plans concerning establishing of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366 is shown:

MARCH 28 BID LETTING

1. Jantzen Beach Interchange
Pacific Highway, Multnomah County
Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Wanzanita Safety Rest Area
Pacific Highway, Josephine County
Expansion Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Services Signing Project
Columbia River and Oregon Trail Highways
Six Counties
Logo Signing Project

   Footpaths or bicycle trails are not incorporated in this project as no new

highway construction, reconstruction or relocation is involved.

4. South Banfield Interchange-Foster Road Section
East Portland Freeway, Multnomah County
Pile and Plate Load Testing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. South Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Pacific Highway East at Young Street (Woodburn) Section
Pacific Highway East, Marion County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Willow Creek ("C" Street, Madras) Bridge
FAS 16-102, Jefferson County
Grade, Pave and Structures Project

Concrete sidewalks will be incorporated on a replacement basis of the existing facilities.

8. Whisky Creek (Barry Johnson) Bridge Section
FAS 467, Wallowa County
Grade, Surface and Structure Project

Footpaths and bike trails will not be established under this project as per ORS

Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Milo McIver State Park
Clackamas County
Toilet Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. Fort Stevens State Park
Clatsop County
Trail Underpass and Bikeway

This project provides a fully separated 8-foot wide bikeway and pedestrian facility within the State park.

11. Sunset Bay State Park
Coos County
Toilet Building Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

APRIL 11 BID LETTING

1. Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway, Douglas County
Grade, Pave, Structure and Signing Project

An 8-foot separated bicycle/pedestrian facility will be constructed from the north bank of the Umpqua River south to the fairgrounds.

2. Tualatin River (Colf Course Road) Bridge Section
FAS 631, Washington County
Grade, Pave and Structure Project

A bicycle/pedestrian sidewalk will be provided along the project's length.

These projects will be on the agenda for the March 27 meeting and your approval is requested.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rutten
Gary Sund
R. E. Whipps

JDM:mc ja

5103

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 18, 1974

TO MEMO TO THE FILES

FROM C. G. Swenson
Specifications Engineer

NOTED
E. S. HUNTER

SUBJECT Critical Materials and Fuel Required for the
Garden Valley Road-Fairgrounds Interchange
Grading, Paving, Structures, Signing
and Illumination Project
(Bids to be opened April 11, 1974)

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	4,450	Tons
Portland Cement	154,000	Cwt.
Reinforcement	2,143,000	Lbs.
Structural Steel	1,108,000	Lbs.
Diesel	962,000	Gals.
Gasoline	107,000	Gals.
Explosives	525,000	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8003

S

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 18, 1974
Salem, OR 97310

To: Mr. G. L. Green
Division Engineer

Federal Highway Administration

SUBJECT: Power Line Relocation-Distribution
Garden Valley Rd.-Fairgrounds Rd.
Interchange Section
Pacific Highway I-5
Douglas County

Attached are two copies of the following data pertaining to this project:

1. A lump sum estimate of cost to adjust the company's facilities, dated February 26, 1974.

2. Three sketch maps showing their proposed relocation.

3. A relocation letter dated March 28, 1973.

Certification of the company's right in the land occupied by their facilities is in our file, and available for your inspection. A permit for the Utility's proposed relocation will be submitted to the company for execution in the near future.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the company's facilities.

Line cut-outs can be transferred from project to project or line to line, therefore the State is only responsible for the labor and handling costs. In this instance the Company allowed salvage for more cut-outs than they installed. This oversight has been discussed with the Company and the bill adjusted accordingly.

It was necessary for the work to commence immediately in order to clear the right of way for construction. This matter was discussed with your representative Tom Lowe on March 4, 1974. He established that date as the eligible date for Federal participation.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 4, 1974 under the provisions of PPM 30-4 and 30-4.1 are requested.

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

8005

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO. S-3(95)124

STATE PROJECT NO. GARDEN VALLEY ROAD - FAIRGROUNDS SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-775

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED E. S. HUNTER

RECEIVED STATE HWY ENGR
MAR 21 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ltr | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
MARCH 1, 1974	MARCH 1, 1974	INTERSTATE ROUTE 5	PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

SLIDE CORRECTION.....$50,000
PERMANENT PAVEMENT STRIPING..2,000
STAGE CONSTRUCTION STRIPING..5,000
TEMPORARY EROSION CONTROL...10,000
TRAFFIC SIGNAL CONTROLLER TESTING...1,000
CONSTRUCT 2 SEWER CLEANOUTS..... 400
ON THE JOB TRAINING 12,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 28, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

3-21-74
original & title sheet
to L. W. Rulien

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-18-74		DIVISION ENGINEER

FORM PR-1242 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2005

cc: E. S. Hunter
L. H. Young
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
George Wills
Gary Potter
Alfred Shirley (2)
Carl Williams (2)

cc's sent 3-13-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

March 11, 1974

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 13 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Copy
Do not File ☐
Return To
Bring Up ___/___/___
Other

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission staff has completed its review of preliminary plans for the following projects:

1. Garden Valley Road-Fairgrounds Interchange Section
   Pacific Highway
   Douglas County

2. Willow Creek (C Street Madras) Bridge Section
   FAS 16-108
   Jefferson County

We have previously reviewed the Douglas County project through the Division of State Lands Fill/Removal Law. The two attached comment sheets contain our concerns regarding this project.

Willow Creek, near Madras, has minimal fisheries value. Therefore, we anticipate no adverse impacts to aquatic resources providing inchannel work is conducted during the low flow season.

If we may be of any further assistance, please call.

RECEIVED
MAR 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
Encs.

cc Fish Commission of Oregon
Jerry Bauer
Dick Herrig

Date 2-20-74

ORS 541.605 et seq.

County Douglas

River S. Umpqua

Name of Applicant ODHD #90 + Douglas Co.

State Permit No. 1370 + 1383 Corps of Engineers PN. No. _____

(✓) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase, ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (✓) ✓ GRASS ✓ SHRUBS ✓ TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream, ~~from~~ _____ without prior written approval from the Division of State Lands.

(✓) 7. There shall be no (✓) REMOVAL (✓) FILLING, ~~in the permit area~~ below Ordinary High water between the period of Oct 15 to June 1 without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE (.) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. The toe of the fill should not go waterward of OHW @ Area 1-3.

(✓) 11. The material used to form the fill should be clean upland non-erodible rock.

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Wildlife

Date 3-8-74

ORS 541.605 et seq.

County Douglas

River S. Umpqua

Name of Applicant OSHD - 90 Addition

State Permit No. 1392 Corps of Engineers PN. No. _____

(✓ new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓ 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and prevent~~ minimize any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓ 3. (✓ a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓ 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓ OPERATION OF EQUIPMENT shall be done in the active flowing stream from Sept. 15 - June 1 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓ 9. ~~Spoils, stockpiles, and other fill~~ Waste materials shall be placed (✓) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓ 10. Freshly poured concrete shall not come in contact with flowing stream.

(✓ 11. DSL retains the right- - - - - -

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Ore. Wildlife

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-4(-)
Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County
Mandatory Disposal Sites

DATE: March 4, 1974

In reply refer to: 10-41-B3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
Cc Wolfe
Secretary
Shirley
3-7-74

Your January 24, 1974 letter requested approval of two mandatory disposal sites. My February 5, 1974 memorandum requested additional information. Your February 19 and 27, 1974 letters provided additional technical information.

I approve the use of the mandatory disposal sites as recommended in Mr. Lenz's hydraulic report (attached to your February 27 letter).

for G. L. Green

RECEIVED
MAR 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAR 5 '74
REFER TO
TA
FOR
Info | Inves | R/D | D/R | Stein | Art | File

TRANSACTION NUMBER 3-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-28-74

BY (Signature): MR. L. H. YOUNG'S 2-6-74 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____		STAGE 2 ITEM NOS. 775 THRU _____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION / WORK
775	I-5-3(95)124	2.39	13,000,000	11,995,000 NOTED E. S. HUNTER	GARDEN VALLEY ROAD - FAIRGROUNDS INTERBHANGE SECTION. DOUGLAS COUNTY STATE OF OREGON / GRADE, DRAIN, HIGH TYPE PAVEMENT, 5 STRUCTURES, TRAFFIC SIGNALS AND ILLUMINATION.

RECEIVED
STATE HWY ENGR
MAR 5'74
REFER TO
FOR
Info | Invest | H/D | O/R | Sign | Act | File

REMARKS (Division)

3-5-74
original to L.W. Rubien

RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-28-74	SIGNATURE AND TITLE for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48 (Rev. 8-71)

GPO 915-690

February 6, 1974

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Project Management Engineer

SUBJECT Program Data Submission
Project I-5-3(95)124

We are submitting program data for one Interstate project, Item No. 775, Project No. I-5-3(95)124, Garden Valley Road-Fairgrounds Interchange Section, which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on March 28, 1974.

Enclosed is a copy of the State Clearinghouse letter, dated April 17, 1970, approving the project.

At the time of A-95 review District 6 Clearinghouse was not functioning. The Highway Division had been advised by the State Clearinghouse that they would not require a review by a District that did not have a functioning clearinghouse at the time of A-95 review.

Enclosure

JG:lsk

EXECUTIVE DEPARTMENT

Klabe

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

GARDEN VALLEY INTERCHANGE-FAIRGROUNDS ROAD SECTION-
PACIFIC HIGHWAY

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the project. Comments included a caution against encroachment of the streambed adjacent to the road alignment.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

4-21-70

Glenn

RECEIVED
APR 1970
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

RECEIVED
FILE OF

Glenn

cc's
4-22-70

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

Budget Bureau No. 41-R20

2-6-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 I-5, 1.62 mi S of Roseburg, N 2.39 mi 65	ADT	PRESENT 17,800	FUTURE (66) 29,000	YEAR (70)(71)(72) 94	REGION 10	STATE NAME Oregon				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr. Dr, H.T. Pave, 5 Br, Traf Sig, Illum 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 5-3		
CARD 4	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME Douglas				CO (11	
	NAME OF URBAN AREA 17-31 Roseburg						ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)(37)	U.S. I-5		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53						
5					PE		I-5, 1.62 mi S of Roseburg, N 2.39 mi					
5					ROW							
5					CONST (CODE)		"Garden Valley Rd.-Fairgrounds Intchge. Section"	2.39	13,000,000	11,995,000	1,005,000	--
							PROJECT TOTALS	2.39	13,000,000	11,995,000	1,005,000	--

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional data: Item Nos. U-28
& I-737; Project Nos. UI-78(16), I-5-3(30)121, I-5-3(
& I-5-3(92)121, respectively.

NO.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

2-6-74

PROJECT LOCATION (45 typewriter spaces)
I-5, 1.62 mi S of Roseburg, N 2.39 mi

ADT | PRESENT: 17,800 | FUTURE: 29,000 | YEAR: 94

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 042 | ITEM NO.: 775

PROPOSED WORK (35 typewriter): Pave, 5 Br, Traf Sig,

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): I- | NUMBER: 5-3 | SEQ. NO.: (95)

I Projects Only: POST MI.: 124 | DESIG.:

FUNDS: Interstate

AREA: Roseburg

COUNTY NAME: Douglas | CODE: 019

ROUTE NO.: I | FEDERAL-AID: I-5 | STATE: 1 | U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, 1.62 mi S of Roseburg, N 2.39 mi						Gr. dr., 4-12' lanes H.T. pave. with 16' median & 10'shldrs. Revise Harvard Ave & Fairgrounds Intchges Const 5 brs. (L. 1381'), 20' frontage rd. & bikeway. Inst. traffic signals, linear & interchge. illum, & signs. Row 200'min; Access control-full; Parking restrictions -complete; Utility adj. req. including preparatory work
ROW								
CONST (CODE)		"Garden Valley Rd.-Fairgrounds Intchge. Section"	2.39	13,000,000	11,995,000	1,005,000	--	
PROJECT TOTALS			2.39	13,000,000	11,995,000	1,005,000	--	

ESTIMATED PROJECT COST BY PHASES

REVIEWED BY

APPROVAL DATES

REMARKS

Additional data: Item Nos. U-28, B-84, I-119, I-485 & I-737; Project Nos. UI-78(16), I-5-3(30)121, I-5-3(10)121, I-5-3(77)124 & I-5-3(92)121, respectively.

OVER

USCOMM DUSCOMM-DC 48905-P61

GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE SECTION

PROJECT NO. I-5-3(95)124

Remarks - continued

Project Data: The proposed project, which involves widening and entails minor realignment to update the existing four lane facility to present day Interstate Standards, consists of grade and drain four 12-foot lanes of high-type pavement with a 16-foot median and 10-foot shoulders, revision of Harvard Ave. and Fairgrounds Interchanges, construction of five structures (tabulated below under "Structures"), 20-foot frontage road and a bikeway. Install traffic control signals, linear and interchange illumination and signs.

Note: (1) The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied with on the project for this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

(2) On-the-job trainees, as set forth in Federal Highway Administration order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Roadway: Type Code 6203; Asphaltic concrete pavement with bituminous treated base. Est. Cost - $8,759,000.

Structures:

MP	Description	Type Code	Est. Cost
0.00	Northerly end of project.		
0.19	S. Umpqua Riv. Br.--Br. No. 7404A; Hwy. over waterway; Steel deck truss; L. 714'; HC 94'-3". 10'-10" bikeway under N. bd. lanes.	X032	$2,128,000
0.52	Bellows St. O'xing--Br. No. 7668A; Hwy. over hwy.; Reinf. conc. box girder; L. 178'; HC 94'-3".		
0.52Lt.	Hwy. Access Rd. O'xing of Bellows St.--Br. No. 7668B; Hwy. over hwy.; Reinf.conc. box girder; L. 171'; HC 26'.		
0.58	Harvard Ave. O'xing--Br. No. 7669A; Hwy. over hwy.; Reinf. conc. box girder; L. 188'; HC var (111'min. to 132' max.)		
1.70	Portland St. O'xing--Br. No. 7670A; Hwy. over hwy.; Reinf conc. deck girder; L. 130' HC 88'.		
	Str. Est. Total Cost		

Utilities: Adjustment of the following

Oregon Water Corp. - - - - -
Pacific NW Bell Telephone Co.
Pacific Power & Light Co. -

Total Est. Cost

Unusual Circumstances: The specificatio
the contractor to utilize two (2) mandat
County Fairgrounds with three available
depositing a portion of the excess excav
excess excavated material will become th
Justification to establish that it is i
the contractor to utilize mandatory disp
der separate action.

UNDS INTERCHANGE SECTION

-5-3(95)124

which involves widening and entails
ing four lane facility to present
grade and drain four 12-foot lanes
median and 10-foot shoulders, revi-
Interchanges, construction of five
ructures"), 20-foot frontage road
ol signals, linear and interchange

of this section will be done under
future as "stage construction".
-70 and PPM 20-8 complied with on
ay includes all the elements neces-
ough some elements of the work are
roject or projects.

et forth in Federal Highway Admini-
project will be determined at
n the PS&E documents.

oncrete pavement with bituminous
.

Type Code	Est. Cost
X032	$2,128,000

0.52	Bellows St. O'xing--Br. No. 7668A; Hwy. over hwy.; Reinf. conc. box girder; L. 178'; HC 94'-3".	X221	$ 559,000
0.52Lt.	Hwy. Access Rd. O'xing of Bellows St.--Br. No. 7668B; Hwy. over hwy.; Reinf.conc. box girder; L. 171'; HC 26'.	X221	$ 222,000
0.58	Harvard Ave. O'xing--Br. No. 7669A; Hwy. over hwy.; Reinf. conc. box girder; L. 188'; HC var (111'min. to 132' max.)	X221	$ 863,000
1.70	Portland St. O'xing--Br. No. 7670A; Hwy. over hwy.; Reinf. conc. deck girder; L. 130' HC 88'.	X221	$ 460,000
	Str. Est. Total Cost		$4,232,000

Utilities: Adjustment of the following (Type Code Y060):

Oregon Water Corp. - - - - - - - - - - - -	$2,000
Pacific NW Bell Telephone Co. - - - - - -	2,000
Pacific Power & Light Co. - - - - - - - -	5,000
Total Est. Cost	$9,000

Unusual Circumstances: The specifications for this project will require the contractor to utilize two (2) mandatory disposal sites, Douglas County Fairgrounds with three available areas and Mercy Hospital, for depositing a portion of the excess excavated material. The remaining excess excavated material will become the property of the Contractor. Justification to establish that it is in the public interest to require the contractor to utilize mandatory disposal sites will be submitted under separate action.

Remarks - continued

PPM 90-1 Requirements: Final environmental impact statement was accepted by the Office of the Secretary of Transportation on December 11, 1973.

A-95 Review:

a. State Clearinghouse--Approval letter dated April 17, 1970.
b. District 6 Clearinghouse--Not functioning at time of A-95 review. (The Highway Division had been advised by the State Clearinghouse that they would not require a review by a District that did not have a functioning clearinghouse at time of A-95 review.)

Public Hearings: Combined corridor/design held February 20, 1969 and also March 17, 1970.

Location/Design: Approved under Federal Highway Administration memorandum of July 2, 1970.

IM 20-4-72 Requirements: Covered in the final environmental impact statement.

Note: (1) The project is in Congressional District No. 4.
(2) Roseburg Municipal Airport lies approximately 1 mile northerly of the north end of the project.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: Mr. Glenn Hossner

Dear Mr. Hossner:

Re: Mandatory Disposal Sites
Garden Valley Road-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

In response to your request of February 5, 1974, for additional information concerning the subject sites, data on the Mercy Hospital site was transmitted to you on February 19, 1974, and data on the Douglas County Fairgrounds site was delivered on February 26, 1974.

As a result of your review of the transmitted data it was determined there would be no adverse environmental impacts to the South Umpqua River flood plain as a result of the proposed construction.

The plans for the subject project will therefore require the contractor to dispose of excess material in the subject sites.

The disposal area no. 2 of the Fairgrounds site will be reduced in size to that recommended in the report by Mr. Richard L. Lenz, Hydraulics Engineer.

Very truly yours,

F. B. Klaboe, Administrator &
State Highway Engineer
By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

RECEIVED
FEB 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FET:jh
Attachments
cc: E. S. Hunter
Victor D. Wolfe
A. E. Shirley
R. N. Chase
C. G. Swenson
L. K. Watson

MANDATORY DISPOSAL SITES

Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

At the request of Region III, the disposal sites were reviewed in the field with Mr. Al Bates, Location Resident Engineer, on Thursday, February 21. Since the impact statement for the disposal site at the Mercy Hospital has already been prepared by a private consulting firm, only Areas 1, 2 and 3 were discussed.

Area 3 is essentially a dry-land site. The only encroachment by the fill upon floodplain limits would be along the edge of the high bank along the river and would have no effect on the flood-carrying capacity of the river; neither would it contribute to any increase in current velocities or change in current patterns.

Area No. 1 extends from the high river bank out to the lower, main channel bank, forming an embankment approximately 15 feet in height along the edge of the low water channel. The area which will be filled in is, however, limited to slow or dead water storage having practically no current velocities and is outside of main channel currents. This is evidenced by debris deposits and silt or mud deposits visible after recession of floodwaters. Since only very low velocities are present during flood stage, removal of this area from the river cross section would have no adverse effects such as backwater, increased velocities in the main channel, or change in current patterns.

Area No. 2 is partially submerged by a runoff of 100-year frequency (approximately the same as the 1964 flood). The lower or downstream end of the disposal area would be in the floodplain and is

located so that the current patterns would be changed along this reach of the river. The full brunt of the floodwaters would be directed along the main channel, creating an unknown condition along the right bank across from the fill area and downstream at the next river bend.

During the flooding of January 1974 there was considerable bank loss along the right bank opposite and downstream from this proposed site. Although the loss of bank was not due to erosive effects from current, in my opinion, but rather to the longer than usual flood crest, sustained rains and saturated soil conditions, it would be virtually impossible to defend ourselves against any claims which might result from future erosion along the right bank downstream from the fill site. About one-half mile of riprap along the right bank would be required to ensure bank stability. Perhaps the affected land is not worth this additional cost, but in any case I believe that the Douglas County Fair Board would have to accept responsibility for future damages resulting from use of this proposed site.

As an alternate plan at Area 2, that portion of the disposal site as delineated in red on the attached sketch could be used with no detrimental effects on the flooding pattern. The fill material used in all the disposal sites will be from Mt. Nebo and is mostly rocky in composition. It should be specified that the outer face of embankment in Areas 1, 2 and 4 (Mercy Hospital site) be constructed from larger material.

In summation, Disposal Areas Nos. 1 and 3 will create no problems in the river environment, but I would not recommend the use of Area

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No 2, as proposed, without consideration of the possible damages downstream as a result of changing the existing flood pattern of the river.

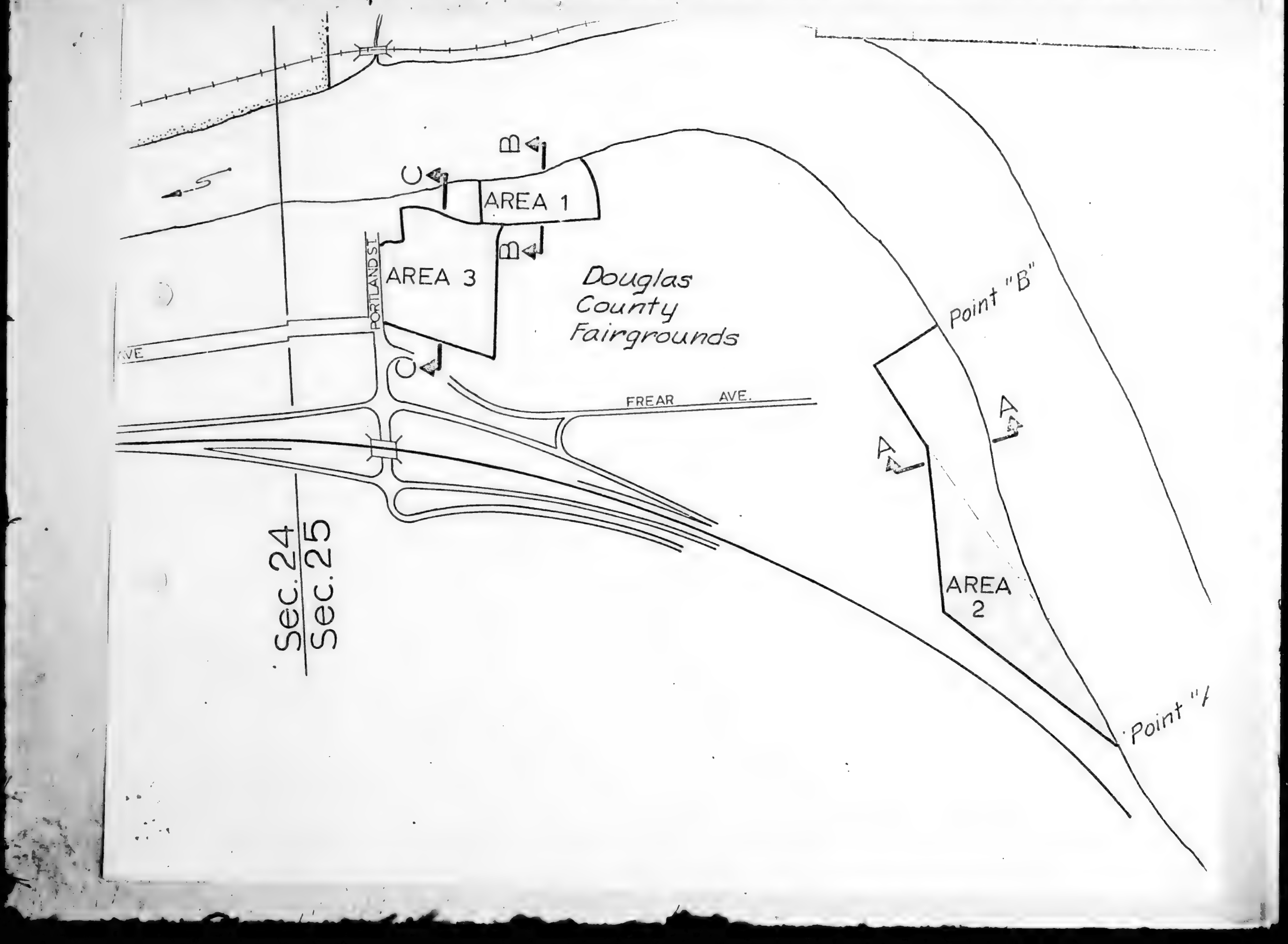
Richard L. Lenz
Hydraulics Engineer

Attach.

RLL:mc

2-26-74

cc Victor D. Wolfe
J. H. Versteeg
A. Shirley, Jr.
Gary Potter
Al Bates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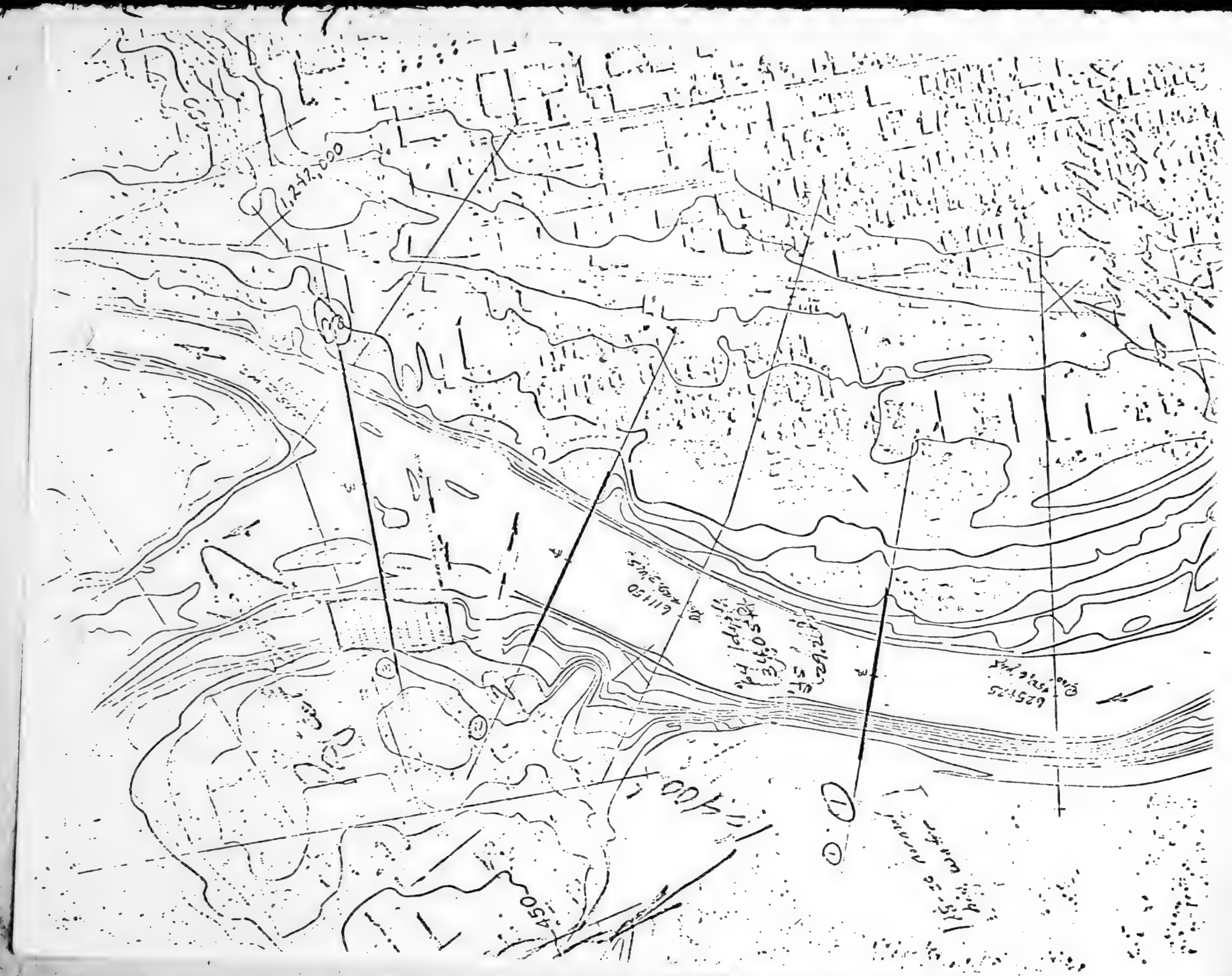
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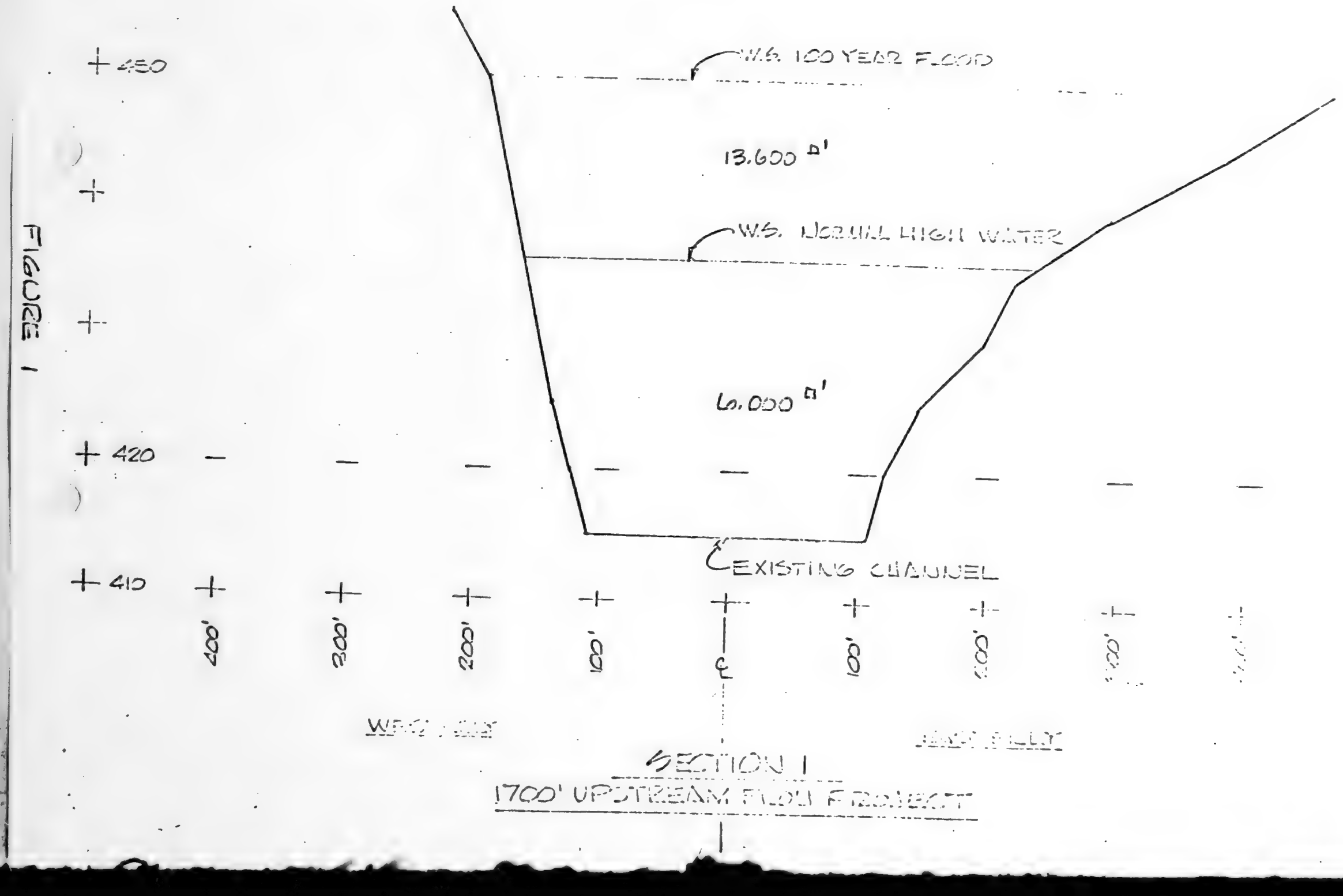
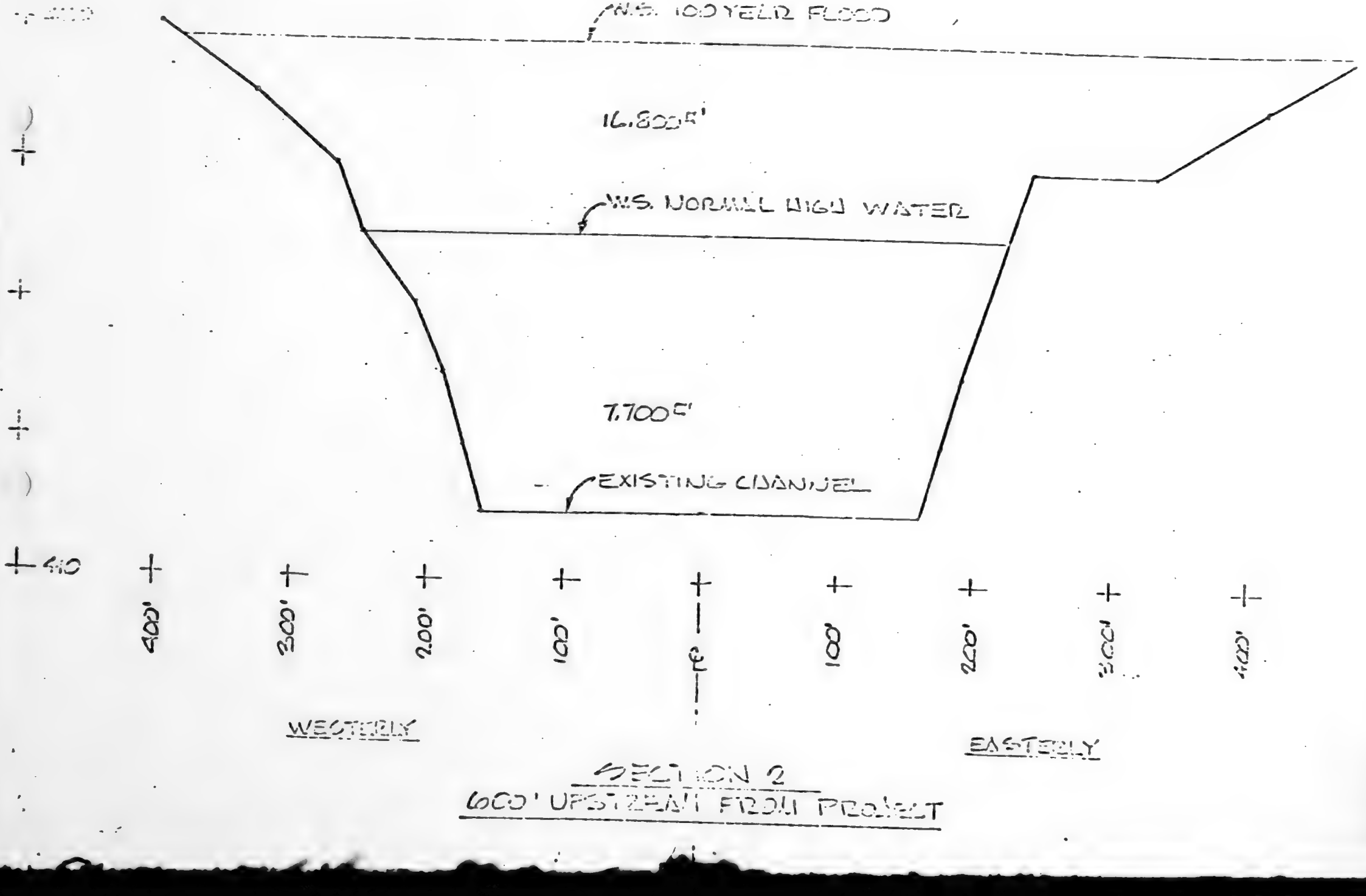
FIGURE 1



SECTION 1
1700' UPSTREAM FLOW FROM CUT



SECTION 2
600' UPSTREAM FROM PROJECT

PROJECT FILL

+450

W.S. 100 YEAR FLOOD

1,500 sq ft

23,000 sq ft EXISTING
21,500 sq ft PROPOSED

W.S. NORMAL HIGH WATER

150 sq ft

12,500 sq ft

EXISTING CHANNEL

+410

500' 400' 300' 200' 100' ℄ 100' 200' 300'

WESTERLY

EASTERLY

SECTION 3
PROJECT SITE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 26, 1974

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Cusack:

Compliance with FHWA Interim Air Quality Guidelines (PPM 90-7)

The air quality sections of the draft and final environmental impact statements to the proposed Garden Valley Interchange-Fairgrounds Highway improvement have been reevaluated for adequacy and consistency with approved State pollution control plans.

It has been determined that the above highway improvement will not have a significant impact on air quality; the air quality study conducted for this improvement is wholly adequate; and the proposed improvement is consistent with the State pollution control plans.

Your early concurrence is requested.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

I CONCUR: 2-28-74

G. L. Green
Division Engineer

NOTED
R. L. SCHROEDER

RECEIVED
MAR 1
ADMINISTRATOR

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FEB 27 1974
OREGON DIVISION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

CON 16
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1X.

February 19, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Garden Valley Road-Fairgrounds
Interchange
Pacific Highway
Douglas County

Transmitted herewith, in response to your request for additional information on the environmental impacts associated with the mandatory disposal sites, is a copy of the information included in the application of the Mercy Hospital to the State Land Board for a permit and a copy of the approved permit.

Information is being prepared for the Douglas County Fairgrounds site and will be transmitted when complete.

If you require additional information we will furnish it.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
A. J. Shirley

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 5, 1974

In reply refer to: 10-41-EC1

SUBJECT: Oregon I-5-4(-)
Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County
Mandatory Disposal Sites

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Your January 24 letter requested approval of two proposed mandatory disposal sites for the subject project.

We cannot approve the mandatory sites you suggested based on the information furnished with your letter. An assessment of the environmental impacts associated with the mandatory disposal areas is essential to evaluating the proposal. Such assessment should consider the effects, if any, on the South Umpqua River Flood Plain and any effects on the river due to stream erosion during high water.

Vernon V. Cusack

NOTED
E. S. HUNTER 2-8-74

Vernon
Q/D

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1 Versteeg
A. Olsen
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R. Olson
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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4 Copies Shirley Lenz 2-7-74

STATE OF OREGON
Division of State Lands
502 Winter Street NE
Salem, Oregon 97310
Phone: 378-3805

Expires: 5-14-74

Annual Review: 5-14

FILL PERMIT NO. 1056

MERCY HOSPITAL

is hereby authorized to fill in a waterway of the state as described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provision of ORS 541.605 et seq. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action.

/s/ William S. Cox
William S. Cox, Director

May 14, 1973
Date

ATTACHMENT "A"

Fill

Special Conditions checked apply to Material ~~Removal~~ Permit No. 1056

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

( ) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) _____GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(X) 6. No (X) DIKE CONSTRUCTION (X) CHANNEL CHANGE (X) OPERATION OF EQUIPMENT shall be done in the active flowing stream ~~from~~ _____ without prior written approval from the Division of State Lands.

(X) 7. There shall be no ( ) REMOVAL (X) FILLING in the permit area between the period of October 15 to June 1 without prior approval of the Division of State Lands or as outlined in the special condition below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(X) 10. A vegetative buffer strip shall be maintained between the fill and ordinary summer water levels.

(X) 11. The Division of State Lands retains authority to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts with other users occur.

April 1, 1975

MATERIAL REMOVAL/FILL PERMIT APPLICATION

FOR OFFICE USE ONLY

Permit No.: 1056

Please return comments by: May 5, 1973

Name of Applicant: MERCY HOSPITAL
(Corporation name or Individual) (Please print)

621 W. Madrone , Roseburg Oregon 97470 673-5511
(Address) (Zip) (Telephone No.)

Sister Jacqueline Taylor RSM Administrator
(Signature of applicant) (Title)

Name of Contractor: Unknown Contractor -- Contract to be administered by OSHD.

(Address) (Zip) (Telephone No.)

Description of Operation. Strike inappropriate words, phrases, etc.

a) Materials to be Removed and/or Placed in Fill: Fill to be placed from rock cut on Interstate 5.

b) Estimated Quantity (Removal) _____ (Fill) 40,000± cubic yards

c) Method of Removal and/or Fill: Compacted fill in compliance with section 205 Standard Specifications for Highway Construction(see attachments).

d) Placement of Material after Removal _____

e) Purpose and Proposed Use of Removal and/or Fill: Site to be used as waste area for OSHD, Mercy Hospital will use area for additional parking.

f) Source of Fill Material (if applicable): Mt. Hebo Section Interstate 5

g) Proposed Period of Activity. Removal _____

Fill 1973 construction season

h) Precautions to Prevent Damage to Waterway: see report attached.

Location.

a) Name of Stream as Listed on Map: South Umpqua River

b) Tributary of _____

c) Located in County of Douglas Section 24 Twp. 27 R. 6

d) Map (Attach County Assessor's Plat or Equivalent Showing Location of Proposed Removal and/or Fill Operation)

INSTRUCTIONS: Please submit in duplicate, and attach the $50 fee with your application. This is an application fee required by law [ORS 541.620(3)] and is not refundable. For additional information, phone 378-3805.

Mail To: DIVISION OF STATE LANDS
502 Winter Street NE.
Salem, Oregon 97310

RECEIVED
FEB - 1 1973
DIVISION OF STATE LANDS
REMITTANCE $ 50.00

Chargeois & Chargeois --- CONSULTING ENGINEERS

PHONE 772-7115

GOLDY BUILDING
MEDFORD, OREGON 97501

January 12, 1973

Division of State Lands
502 Winter Street N. E.
Salem, Oregon 97310

Re: Proposed Land Fill at South Umpqua River

Gentlemen:

The Mercy Hospital in Roseburg, Oregon, through Baughman Surveying Service from the same City has asked that we study the possibility of placing fill in the flood plain of the South Umpqua River. The following report may be used as an attachment to the application for this purpose.

Project Site:

The hospital owns land located on the northwesterly side of the South Umpqua River and adjacent to the Washington Street Bridge. The ownership extends into the river and includes low-lying area that has underbrush and mature trees growing adjacent to the river. The attached aerial map indicates the project site.

Project Scope:

The scope of the project is to make land available to Oregon State Highway Department as a waste area to be used during a curve widening project along Interstate Highway 5. The specific curve widening project consists of solid rock, therefore, the material placed will be of that nature.

The extent of the project may be seen on the attached aerial map with the lower toe of the proposed fill to be at or above the 430 contour. This will provide that a portion of the existing vegetation along the river bank remain undisturbed.

The face of the fill will be compacted along with the mass of the fill and be constructed of rock removed from the highway project. The nature of the material will provide for the necessary bank protection.

Project Specifications:

The entire project will be under the direction of Oregon State Highway Department. Attached please find a copy of a portion of their standard specification pertaining to this type of work. Additional comments may be obtained from that agency.

River Characteristics:

Contact with the Douglas County Water Master indicates that the flow in the South Umpqua River at Winston was (1) 90,000 cfs in 1955; (2) 104,000 cfs in 1964; (3) 36,000 cfs as a typical annual high water (extracted from depth information).

The width of the river varies as shown on the attached map. It is reported that annually deposits of gravel are removed from the river near the bridge and upstream of the forks.

The left fork is a high water channel with the normal flow contained in the older right fork.

The closeness of Interstate 5 is shown near Section 1 and has contributed to the cross-sectional area of the river.

Two highway bridges have been constructed immediately upstream from the project and the northerly abutments act as deflectors with respect to the actual project site.

Effect of Project on River Flow:

The area used by the proposed project is limited to "dead water storage" due to the amount and size of existing vegetation. The effects of the proposed project on the high water flow has been estimated from the change in cross-sectional area. Please refer to the attached aerial map for section numbers.

Section 1 (approximately 1700' upstream of project) is located at a narrow portion of the river. A cross-section of the river is shown as Figure 1 of this report and contains 6,000 square feet at a normal annual high water and 13,600 square feet at a 100 year flood level. These figures used with the 36,000 cfs and the 104,000 cfs represent velocities of 6.0 fps and 7.6 fps at Section 1.

Section 2 (600' upstream of project) contains 7,700 square feet at a normal annual high water and 16,800 square feet at the 100 year flood level. These figures represent velocities of 4.7 fps and 6.2 fps.

Section 3 (at the project site) contains 12,500 square feet at normal annual high water and 23,000 square feet at a 100 year flood level. These figures represent 2.9 fps and 4.5 fps as the respective velocities.

The project removes 1500 square feet from the area at the project site at the 100 year level and 150 square feet at the normal annual level. This adjusts the velocities to 2.9 fps and 4.8 fps.

It appears from these velocities that the effects of the proposed project will not affect the flow characteristics of the river nor will it affect the normal deposit of the gravel carried with the stream.

Summary:

The proposed project of placing 40,000 cubic yards of rock excavation as embankment on the Mercy Hospital site will provide a close waste area for a needed improvement for Interstate 5 and provide needed parking area for the hospital. The project will not affect the overall carrying capacity of the South Umpqua River nor cause the river to be directed in any manner contrary to the existing flow.

The velocity of the river at the project site will be increased over the existing velocity, however, this increase is small and the adjusted velocity remains less than the upstream velocity.

Respectfully submitted,

MARQUESS & MARQUESS

C. P. Westwood, P. E.

CPW:bm
Encl.
cc: Baughman Surveying Service

Con 16
I-5-1
Garden Vly
Fairgrounds
Rd
Sp.

January 24, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Mandatory Disposal Sites
Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

The subject project has excess excavation of approximately 700,000 cubic yards from the Mt. Nebo cut.

Two organizations in the vicinity have expressed a desire to be supplied material from this excess. They are Douglas County Fair Board and the Mercy Hospital of Roseburg.

The Fair Board has indicated a need for 140,000 cubic yards to be used in expanding their facilities, parking, race track, picnic area, et cetera.

The Mercy Hospital requires approximately 40,000 cubic yards to provide parking area for a planned expansion.

The two sites proposed are near the project. The Fair Board site is adjacent to the southerly end of the project and the Mercy Hospital site is 0.3 mile east of the Harvard Avenue Interchange. The haul distance to the Fair Board site from Mt. Nebo is 1.3 miles. (See attached sketch for the location of the sites) The haul distance to the nearest site, which is privately owned, that has been found where the waste could be disposed is 1.8 miles. By utilizing the two proposed mandatory sites an estimated savings in hauling costs of $26,000 would result.

The reduction in hauling distance will result in an attendant savings in fuel consumed by the hauling vehicles, estimated to be approximately 33,000 gallons.

Should these two organizations proceed with the proposed expansion programs the material for the embankment would necessarily be acquired from some private or commercial source. There are no such sources as close as Mt. Nebo. The environmental impact of removing the material from such sources is not immediately recognizable. The impact of making the excavation at Mt. Nebo is known and the substitution of the excess material for material from other sources is desirable.

We, therefore, request approval of our proposal to designate the subject sites as mandatory disposal sites for the subject project on the grounds that it is in the public interest to do so, by reason of the savings resulting from this reduction of hauling costs and the probable elimination of adverse environmental impact by using alternate sources for the material.

May we have early and favorable consideration of our proposal.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 14, 1974

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

SUBJECT:
Safety Factor for
Falsework for Highway
Bridge Construction

As requested we have investigated the effects of requiring a 4:1 safety factor for falsework used in bridge construction. Past practice has been to base falsework design on engineering judgment with a safety factor generally in the range of 2 - 2 1/2:1. We estimate that the enforcement of a requirement of a 4:1 safety factor will increase falsework cost a minimum of 30 to 35 percent. In some instances where there are limitations on falsework placement, such as required by traffic clearances, this increase could be more in the order of 50 percent.

The requirement of a 4:1 safety factor has been called out in the project special provisions for only one project to date. That was the North Lagoon Ave.-Pacific Highway Section, Contract 7977. The two structures within this section, the Going and Greeley Avenue structures, utilized precast superstructure elements. The effect of a 4:1 safety factor would have negligible impact on this type of project since the requirements for falsework are relatively minor.

Attached is a print of the layout sheet for the Bonita Road Undercrossing on the South Tigard Interchange-East Portland Interchange Section Contract 7937. The falsework cost for this two-span, poured-in-place undercrossing to be built over traffic, based on a 2 1/2:1 safety factor is estimated at $72,000. To provide a 4:1 safety factor for the falsework would have increased these falsework costs to approximately $97,000, or an increase of $25,000 for this one structure.

A real measure of the effects of requiring a 4:1 safety factor should show up on the Garden Valley-Fairgrounds Road Section project which is scheduled for March. This project has three new poured-in-place structures plus widening of an existing structure on which substantial falsework will be required.

WJH:dh

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REFERRED TO

Cole — Reed
Eriksen — Semple
Heger — Wasson

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

DATE February 12, 1974

TO MEMO TO THE FILE

FROM Donald L. Trout, Design Office Engineer

SUBJECT Fairgrounds Waste Area
Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

Mr. Al Bates called regarding the above waste area. As a result of my application to Division of State Lands for the removal/fill permit, the Roseburg Wildlife (Game Commission) representative had made contact with Mr. Bates. It seems there is the concrete base of an old dam that crosses the river adjacent to one of the fills we propose to make. The Wildlife representative was concerned that our fill combined with the old dam base would reduce the area of the water during high water, and increase the velocity, thus causing erosion that would effect aquatic life. They want to make the removal of this dam base a condition upon which they approve our permit. Mr. Bates' question to me was whether or not I thought this would affect our permit. I told him it would affect our permit in that we had no obligation to remove this dam base. He said the County verbally agreed to remove the dam base and he will get that in writing.

2-12-74 Talked to Bates again today. Upon further discussion between Wildlife, County & Mr. Bates the Wildlife people decided to forget the dam base. They will approve our application with no strings attached. Don Trout

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DLT:we

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 5, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley - Fairgrounds Road Section
So. Umpqua River (Hospital) Bridge Bikeway

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Preliminary plans submitted with Mr. Hart's January 9 memorandum, supplemented by Mr. Wallace's January 28 memorandum are approved. It appears that you have studied several reasonable alternates and the one chosen seems the best.

Vernon V. Cusack

NOTED
E. S. HUNTER 2-7-74
Copy Hart
Young
Skoog

RECEIVED
STATE HWY ENGR
FEB 6 '74
REFER TO
FOR
Info | Ltr | Rpt | D/R | Sign | Act | File

RECEIVED
FEB 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 28, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97307

NOTED
E. S. HUNTER

FROM L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT S. Umpqua River (Hospital) Bridge
Bridge 7404A
Garden Valley-Fairgrounds Road Section
Pacific Highway I-5
Douglas County

In our revised preliminary submittal of January 9, 1974, we neglected to separate the cost of the bikeway. Our preliminary estimate of the bikeway for the subject structure using the core floor slabs shown on Drawing 24193 is $62,000, which is based on approximate quantities and includes an allowance for engineering and contingencies.

Two alternate types of construction were studied and both were estimated to cost more than the proposed type. A steel grate filled with concrete was estimated to cost $64,000 and steel beams with a cast-in-place deck was estimated to cost $68,000.

JMT/ag

cc E. S. Hunter
L. H. Young
V. E. Skoog

RECEIVED
JAN 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 9, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT S. Umpqua River (Hospital) Bridge
Bridge No. 7404A
Garden Valley-Fairgrounds Road Section
Pacific Highway, I-5, Douglas County

Attached are two prints of drawing 24193 which has been revised since our submittal of September 14, 1973, to a 10'10" bikeway which provides a basic width of 8' plus 1'5" offsets to the enclosure on each side. This conforms to our current standard which is a 2' desirable and a 1' minimum offset for bikeway bridges. We plan to use a chain link fabric curving inward at the top but not completely enclosing the bikeway. This should prevent people from climbing over and from walking along the top.

We have also revised the cross-bracing system. The revised preliminary estimate, based on recent prices and including an allowance for engineering and contingencies, is $2,128,000.

This is being sent to you as a revised preliminary submittal for your approval.

JMT:dh
Attachment

cc E. S. Hunter
L. H. Young
V. E. Skoog

RECEIVED
JAN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 1, 1974

TO J. H. Versteeg, Road Design Engineer

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Garden Valley Road - Fairgrounds Road
Pacific Highway
Douglas County

The descriptions covering the proposed property transfers between the county and the school district are in Region III headquarters. If the agreements cannot be completed in time for the March letting, permits of entry will be obtained and the right-of-way can then be certified as being cleared. This last statement is per Ken Chatwood.

LKW:we

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 5 1974
ROAD DESIGN SECTION

Do not File
Return To.
Bring Up ___/___/___
Other

8003 Garden Valley Rd.-Fairgrounds 1974
Int. Sec. of the Pacific Hwy.
(Grad., pav., struct., sign. & ill.)#4

C-1-4527

I-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 24, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Mandatory Disposal Sites
Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

The subject project has excess excavation of approximately 700,000 cubic yards from the Mt. Nebo cut.

Two organizations in the vicinity have expressed a desire to be supplied material from this excess. They are Douglas County Fair Board and the Mercy Hospital of Roseburg.

The Fair Board has indicated a need for 140,000 cubic yards to be used in expanding their facilities, parking, race track, picnic area, et cetera.

The Mercy Hospital requires approximately 40,000 cubic yards to provide parking area for a planned expansion.

The two sites proposed are near the project. The Fair Board site is adjacent to the southerly end of the project and the Mercy Hospital site is 0.3 mile east of the Harvard Avenue Interchange. The haul distance to the Fair Board site from Mt. Nebo is 1.3 miles. (See attached sketch for the location of the sites) The haul distance to the nearest site, which is privately owned, that has been found where the waste could be disposed is 1.8 miles. By utilizing the two proposed mandatory sites an estimated savings in hauling costs of $26,000 would result.

The reduction in hauling distance will result in an attendant savings in fuel consumed by the hauling vehicles, estimated to be approximately 33,000 gallons.

Should these two organizations proceed with the proposed expansion programs the material for the embankment would necessarily be acquired from some private or commercial source. There are no such sources as close as Mt. Nebo. The environmental impact of removing the material from such sources is not immediately recognizable. The impact of making the excavation at Mt. Nebo is known and the substitution of the excess material for material from other sources is desirable.

We, therefore, request approval of our proposal to designate the subject sites as mandatory disposal sites for the subject project on the grounds that it is in the public interest to do so, by reason of the savings resulting from this reduction of hauling costs and the probable elimination of adverse environmental impact by using alternate sources for the material.

May we have early and favorable consideration of our proposal.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER LHJ

E. S. Hunter
Assistant State Highway Engineer

Attachment

FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg ✓

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Heger		Watson	W
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 Versteeg J
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
JAN 25 1974
ROAD DESIGN SECTION

Required Reply
Requires Approval
Receive Kee...
Do not File
Return To
Bring Up ___/___/___
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 23, 1974

TO MEMORANDUM TO THE FILE

FROM Donald L. Trout, Design Office Engineer

SUBJECT Status of Permits (Salem Office)
Garden Valley Road-Fairgrounds Intchg. Section
Pacific Highway
Douglas County

The location of this project is beyond the limits of navigation on the South Umpqua River so no U. S. Army, Corps of Engineers, permits will be required. Navigation begins at the South Umpqua River Bridge just north of the Harvard Avenue Interchange and goes downstream.

The mainline construction will require a removal-fill permit for the bicycle trail gabions just southerly of Mt. Nebo. This was applied for today.

The waste area at the Mercy Hospital is covered by an existing removal-fill permit issued to the Hospital. The permit expires May 14, 1974, but there should be no problem in renewing it. This area is too small to require a surface mining permit.

The waste area at the Fairgrounds will require both removal-fill and surface mining permits and they were applied for today.

Since both of these areas are being designated as mandatory waste areas approval must be obtained from the FHWA. A request was sent to them January 22, 1974.

DLT:jh

1 ✓
2 ✓
Copy
Trout KF
Copies to all Bates and Bud Shirley 1/23

FORM E-30 (REV. 10-69)

RECEIVED
JAN 16 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 15, 1974
Salem, OR 97310

To: H. S. Coulter
Assistant State Highway Eng.

B U I L D I N G

SUBJECT: Telephone Facility Conflict
Pacific Northwest Bell Telephone
Garden Valley Rd.-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

Attached is a letter from Pacific Northwest Bell, dated November 30, 1973, which requests reimbursement for the adjustment of their underground telephone facilities in Harvard Ave. from Station H^2 0+00 to H^2 4+50 and H^7 0+00 to H^7 0+96. The letter also transmitted an estimate of cost for the adjustment in the amount of $21,798.

PNB bases their request on the fact that they contacted our Region 3 Utility Engineer prior to the construction of the underground facility and obtained information as to our proposed grades for Harvard Ave. Clark & Groff Consulting Engineers, acting in behalf of PNB also contacted our Design Section in Salem as to the proposed grade at the manhole location. At the time of their inquiry, no grade changes were anticipated in that area of Harvard Ave. Only an overlay of the existing pavement was anticipated. Marty Havig was contacted as to the content of PNB's letter, and he reported that the facts set forth in the letter were essentially true.

Attached also for your information are the following:

1. A letter to Jack Sollis requesting a legal opinion as to our obligation to reimburse PNB for relocation of their facilities.

2. A copy of Jack Sollis' reply regarding our reimbursement obligations.

3. A letter from F. E. Turpin to J. H. Versteeg, dated March 9, 1973, transmitting plans, profiles and cross sections of the Harvard Ave. Interchange with proposed Harvard Ave. grade revisions.

4. A letter from J. S. Wilson to Frank Hall, dated April 13, 1973, stating that the proposed revisions were acceptable to the Region Office.

5. A preliminary plan of the Harvard Ave. Int. area.

6. A preliminary profile of Harvard Ave. showing the existing location of PNB's facilities and the proposed finished grade of Harvard Ave.

NOTED
H.S.COULTER

GP 52475-734

7. The location profile for Harvard Ave. showing the existing ground, the first proposed revision of the grade (the faint solid red line) and the Region's proposal for grade change (shown by a faint dashed red line) and the final proposal for a grade change shown in green.

The exact date that a grade change on Harvard Ave. was proposed is not available. From information available, it is clear that the change in grade was made well after PNB's contacting the Region Office and the Design Section, and after actual completion of PNB's underground installation.

Would you please consider reimbursing Pacific Northwest Bell for the cost of adjusting their conflicting facilities on Harvard Ave.

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.

NOTE: Please return plan and profiles to Utility Unit.

Approved 2-8-74
Acting Asst. State Hwy. Engr.
2-8-74
by

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 4, 1974

RECEIVED
JAN 1973
UTILITY UNIT

Mr. James E. Chidsey
Utility and Railroad Engineer
State Highway Building
Salem, Oregon 97310

Re: Claim for Reimbursement of Costs
Bell Telephone Company
Relocation Underground Telephone Facilities
Garden Valley Road - Fairgrounds Interchange Section
Pacific Valley Road - Fairgrounds Interchange Section
Pacific Highway Douglas County

Dear Mr. Chidsey

This problem with Pacific Northwest Bell is a rather knotty one, and involves the Telephone Company inquiry of the Highway Division on several occasions prior to the installation of a new underground conduit and manhole as to what your plans were for this particular section of highway and especially what the change of grade was going to be (if any) on a portion of Harvard Avenue. It appears that they were continually inquiring of the Highway Division as to the design of Harvard Avenue in 1969 and again in 1972 before the commenced the construction work. Evidently the Highway Division, instead of telling them that they did not know what the elevation of Harvard Avenue would be in the final design and that there was a possibility that there could be a change in grade, just told them this is the latest stuff. I would amagine that the Telephone Company would not have installed the manhole if they had been told there was a possibility that within the next year when the final plans were sent out that there might possibly be a change in grade.

As a result of the information furnished by the Highway Division, and not having warned them that there might be a change in grade, the Telephone Company spent a rather large amount of money putting in an underground conduit and manhole, and it will cost them about $22,000.00 to relocate it.

Needless to say the Telephone Company is a little unhappy, and feel that they should be reimbursed for the second move which has been necessitated by the project of the Highway Division.

ED
J. E. CHIDSEY

I do not know whether Harvard Avenue is a city street or a state highway, and would assume from the utility letter that was sent out that Harvard Avenue is a part of the State Highway system. It really makes no difference, I do not suppose in the long run whether it is or not as I would assume that we have either an agreement with the city or the county that would require the Telephone Compnay to relocate if it is not a part of the State Highway System.

The real problem is whether the Highway Division wishes to consider the equities involved in this situation, and acknowledge the fact that perhaps the Telephone Company was not given the best available information and specifically that they were not told that the plans were not definite, and that there was a posibility that they would be changed.

I believe that the Highway Division, if they wish could reimburse the Telephone Compay, but I am sure that the Federal Government would not participate in it, and this is a decision that should be made by the front office.

The manner in which this was handled, while not untipical I feel was not really adequate. I believe in all situations where a project is being worked up and the utilities is going to install new facilities, that they be told clearly in writing that until the time as the final design is set out and approved that there may be changes that will effect their installation and that if they do choose to go ahead with the utilities installation on State Highway Right of Way under those circumstances, that if there is another relocation necessitated by changes when the final design comes out that they are going to have to stand the expense then there will be no situation such as it is here.

As many times as I have seen even simple projects changed at least 4 or 5 times, I would think that it would be proper to adopt this as a matter of policy that in all cases where a utility wants to relocate in an area where there is a job scheduled that they be told that they do so at their own risk with the possibility of a second or third relocation during the final design and construction of the project.

As regards this particular case, as stated above I feel this is one that should be decided by the front office as to whether or not they wish to pay the Telephone Company for this second

move. I feel that legaly the Highway Division could make the Telephone Company pay, but morally I must admit that the Telephone Company does have a good case.

Sincerely

Jack L. Sollis
Assistant Attorney General

dd

December 5, 1973
Salem, OR 97310

Jack L. Sollis
Assistant Counsel

B U I L D I N G

Claim for Reimbursement of Costs
Relocation Underground Telephone
Facilities
Garden Valley Rd.-Fairgrounds
Interchange Sec.
Pacific Highway
Douglas County

Attached is a letter from Pacific Northwest Bell Telephone Company dated November 30, 1973, which claims entitlement to reimbursement for the adjustment of underground telephone facilities which conflict with the proposed construction of the subject project.

The facts set forth in PNB's letter are basically true; they did contact the Division in 1969 and 1972, and made a concentrated effort to find out exactly what our proposed grades were for Harvard Avenue. At both times, John Holcolm and Harty Havig supplied them with the latest information available as to the proposed grades.

Clark & Groff performed the engineering for the installation of the manhole set forth in Item 2 and actually contacted our Design Section to determine the grade for this manhole.

The approval referred to in the last paragraph of Page 1 was whatever approval is normally given to a permit sketch.

The project is presently scheduled for letting on March 28, 1974. A copy of our conflict letter dated November 8, 1973, is also enclosed for your information.

Please advise as to whether or not Pacific Northwest Bell has a valid claim for reimbursement under the circumstances outlined above.

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.

cc: M. G. Havig

Pacific Northwest Bell

November 30, 1973

Mr. Havig
1523 S. E. Cobb Street
P.O. Box 1128
Roseburg, Oregon 97470

RECEIVED
DEC - 5 1973
UTILITY UNIT

Dear Mr. Havig:

This letter is in response to Mr. Cartwright's attached letter of November 8, 1973. Subject is "Telephone Facilities Conflict, Garden Valley Road - Fairground Int. Sec. Pacific Highway, Douglas County."

The Pacific Northwest Bell Telephone Company contends that reimbursement is due on the first and second items of sheet #1 of the above stated letter.

Item #1 concerns the conduit from H^2 0+00 to H^2 4+50. PNB was in direct contact in November, 1969 and again in early 1970 with John Holcomb, Liaison Officer, with the Oregon State Highway Department. Before construction had begun we were assured that no grade changes would be made from H^2 0+00 to H^2 4+50. Due to the obstructed view on the rise, a second check was made, and again assured that no grade change would be made. Prints were issued and construction completed, based on that information.

Item #2: In September, 1972 plans were formulated to replace telephone MH #54 at the intersection of Bellows Street and Harvard Avenue. PNB hired Clark and Groff Engineers Inc., to detail the work and contact the various parties involved in our rebuilding of the manhole. At this time Mr. Havig was the Liaison Officer representing the Oregon State Highway Department.

Again PNB was assured there would be no grade change at H^2 0+00 to H^2 4+50, or H^7 0+96, which is the telephone manhole location. Mr. Havig was confronted by Mr. Harold Fox of Clark and Groff Engineering Inc., and myself, C. R. Smith O.S.P. Engineer with PNB, at the manhole location. Again Mr. Havig stated that to the best information provided by the Oregon State Highway Engineering Department no grade change was contemplated. In September, 1973 PNB was informed there would be grade changes made at both H^7 0+96 and H^2 0+00 to H^2 4+50.

The Oregon State Highway Department has proposed the construction work at these locations for several years, and we have submitted relocation plans that were approved as satisfactory with your future plans for the Garden Valley - Fairgrounds Int. Sec. and you should have been able to give us

NOTED
J. E. CHIDSEY

accurate information as to the proposed grades that involved our conduit and manholes. Therefore, we feel that reimbursement is justifiable to the extent indicated on the attachment.

Should you have any questions please call Mr. C. R. Smith or Mr. W. B. Dennis at 343-8643 or 343-8560 respectively.

Sincerely yours,

C R Smith

C. R. Smith
Engineer
785 Grant Street
Eugene, Oregon 97402

cc: A. W. Bates
M. G. Havig
W. B. Dennis
C. R. Smith

LOCATION ROSEBURG PROJECT 66776 C-5145 (12-69)

1. Labor Costs

Code	Month of	Labor Group	Estimated Hours	Average Hourly Rate	Total	State Highway %
C					$	
X						
R & M	October	44	80	9.37	750	

2. Overhead Construction Costs

a. Plant Department and General Overhead

Month Of	Labor Costs	Composite Rate	$
October	750	53.54	402

b. Insurance-Public Liability and Property Damage
1% of Item 1 $

3. Engineering Costs - Estimated $ 1,395

4. Material and Supplies

a. Material Used

Item	Quantity	Average Price	$
Manhole, #814TA	1	2400	2,400

b. Supply Expense
% of Material Used $

c. Material Recovered

5. Equipment Expense - Company Owned $

Month	Labor Group	Estimated Hours	Average Hourly Rate	$
October	44	80	1.375	11

6. CONTRACT LABOR 16,840

Grand Total $21,798

CONTRACT LABOR

ITEM 1

Excavation
MH 54 to 63
Exsiting 3.43 (Average depth) X 1.5 X 813 ÷ 27 CF/CY = 154.92 CY
@ 5.00/CY = 5.00 X 154.92 = $ 774.61

Proposed 7.57 (Average depth) X 2.0 X 813 ÷ 27 = 455.88 CY
@ 5.00/CY = 5.00 X 455.88 = 2,279.41

Break out exist. duct
MH 54 to 63
813 L.F. X 2.67 Unit Price = 2,170.71

Install new duct inc. conc.
813' X 5.00 = 4,065.00

A.C. Cutting
ITEM 2 1626 X 0.50 = 813.00

A.C. Placement
MH 54 to 63 813' X 4.21 = 3,418.67 Sq. Ft. 64 sq. ft. to ton
53.42 X 22.00 = 1,175.17

MH 54 265.90 Sq. Ft. X 4.15 ton = 91.40

3/4" - 0" Crushed rock backfill
MH 54 to 63 - Vol. total 591.40 X 1.256 tons/yd. = 742.80 X 4.00 = 2,971.19
Concrete MH 54 3.0 CY @ 250.00 CY = 750.00
Mis. Lbr. - (Includes additional lbr. and mat. to drain MH)
+ cutting reinfor. bars for cable and tunnel, slotting 1,000.00

#814 MH
Setting = 750

$16,840.49

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

November 8, 1973

Mr. James W. De Young, Jr.
Pacific Northwest Bell Telephone Co.
421 SW Oak Street, Room 437
Portland, OR 97204

Telephone Facilities Conflict
Garden Valley Rd.-Fairgrounds Int. Sec.
Pacific Highway
Douglas County

Dear Mr. De Young:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on March 28, 1974. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached is a list of six (6) buried telephone facility conflicts and twenty-two (22) above-ground conflicts. All of the buried facilities and twenty (20) of the above-ground conflicts are located on highway right of way. Two of the above-ground conflicts are located on private property. The State will reimburse you the cost to relocate those facilities on private property. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated June 28, 1973, and the provisions contained in Exhibit "A".

Will you please submit a cost estimate and sketch map for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. M. G. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6541 ext. 241, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustment and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. A. W. BATES, 1547 SE JACKSON ST., P.O. BOX 1128, ROSEBURG 97470, TELEPHONE 672-6541 EXT. 232, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Bates. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

cc: G. L. Green
H. S. Coulter
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
A. Shirley, Jr.
A. W. Bates
M. G. Havig

LIST OF CONFLICTS

Utility: Pacific Northwe Bell
Project: Garden Valley Rd.-Fairgrounds Interch.
Highway: Pacific
County: Douglas

Buried Facilities

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Buried Conduit	H^7 0+00 H^2 0+00	26 ft.				
to	H^2 4+50	to 17 ft.	Northerly	X		
						Item #1
Buried Conduit	H^2 0+00 H^7 0+00	= Equa.				
to	H^7 0+96	Variable	Northerly	X		
Manhole	H^7 0+96	32 Ft.	Northerly	X		Item #2
Buried Conduit	H^7 0+96					
to	H^7 2+00	Variable	Northerly	X		
Buried Cable	"U" 2612+79					
to	"U" 2615+00	Variable	Northerly	X		Item #3
Buried Cable	FR^2 13+73					
to	FR^2 16+08	Variable	Westerly	X		

LIST OF CONFLICTS

Utility: Pacific Northw : Bell
Project: Garden Valley Rd.-Fairgrounds Interch.
Highway: Pacific
County: Douglas

Sheet 2 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
PNB Pedestal	H^2 6+02	38 ft.	Northerly	X		
Joint Use Pole PNB #	H^7 4+83	75 ft.	"		X	PP&L Pole #R1226
" " " "	H^7 4+83	172 ft.	"		X	" " #R1227
" " " "	H^7 8+11	55 ft.	Southerly	X		" " R2060
PNB Pedestal	2549+67	89 ft.	Easterly	X		
Joint Use Pole PNB #633	2555+50	108 ft.	"	X		PP&L Pole R3430
" " " " 653	2556+39	71 ft.	"	X		" " R2348
PNB Pole #806	2556+22	420 ft.	Westerly	X		Joint Use PP&L # 7/235
" " 930	2556+53	346 ft.	"	X		" " " 7/218
" " 630	2557+50	90 ft.	"	X		" " " 7/217
" " 530	2558+00	38 ft.	Easterly	X		" " " 7/216
Joint Use Pole PNB No#	2558+21	261 ft.	"	X		PP&L Pole R 1692
" " " " No#	2557+77	285 ft.	Westerly	X		" " R2726
PNB Pole # 510	2558+48	173 ft.	Easterly	X		Joint Use PP&L # 7/215
PNB Pedestal	2512+79	219 ft.	"	X		
PNB Pole #830	2512+79	226 ft.	"	X		
" " #1845	2615+00	207 ft.	"	X		
" Pedestal	2615+87	187 ft.	Westerly	X		
" Pole #1920	2615+90	183 ft.	"	X		
" " #1905	2616+72	196 ft.	Easterly	X		
" " #1940R	2618+62	127 ft.	"	X		
Joint Use Pole PNB #1940	2618+62	200 ft.	"	X		Guy Pole
						PP&L Pole #R2380

LIST OF CONFLICTS

Utility: Pacific Northw : Bell
Project: Garden Valley Rd.-Fairgrounds Interch.
Highway: Pacific
County: Douglas

Sheet 2 of 2 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
PNB Pedestal	H^2 6+02	38 ft.	Northerly	X		
Joint Use Pole PNB #	H^7 4+83	75 ft.	"		X	PP&L Pole #R1226
" " " "	H^7 4+83	172 ft.	"		X	" " #R1227
" " " "	H^7 8+11	55 ft.	Southerly	X		" " R2060
PNB Pedestal	2549+67	89 ft.	Easterly	X		
Joint Use Pole PNB #633	2555+50	108 ft.	"	y		PP&L Pole R3430
" " " " 653	2556+39	71 ft.	"	X		" " R2348
PNB Pole #806	2556+22	420 ft.	Westerly	X		Joint Use PP&L # 7/235
" " 930	2556+53	346 ft.	"	X		" " " 7/218
" " 630	2557+50	90 ft.	"	X		" " " 7/217
" " 530	2558+00	38 ft.	Easterly	X		" " " 7/216
Joint Use Pole PNB No#	2558+21	261 ft.	"	X		PP&L Pole R 1692
" " " " No#	2557+77	285 ft.	Westerly	X		" " R2726
PNB Pole # 510	2558+48	173 ft.	Easterly	X		Joint Use PP&L # 7/215
PNB Pedestal	2512+79	219 ft.	"	X		
PNB Pole #830	2512+79	226 ft.	"	X		
" " #1845	2615+00	207 ft.	"	X		
" Pedestal	2615+87	187 ft.	Westerly	X		
" Pole #1920	2615+90	183 ft.	"	X		
" " #1905	2616+72	196 ft.	Easterly	X		
" " #1940R	2618+62	127 ft.	"	X		Guy Pole
Joint Use Pole PNB #1940	2618+62	200 ft.	"	X		PP&L Pole #R2380

FORM E-30 (REV. 10-69)

Hall
A. Olson
Terpin
Scott
Section

RECEIVED
APR 17 1973

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 13, 1973

DESIGN SECTION

To: Frank Hall
Design Engineer
S A L E M

SUBJECT: Garden Valley-Fairgrounds Sec.
Pacific Highway
Douglas County
Harvard Blvd. Profile

Attention Frank Terpin

I am returning the profile you sent with a revision Bates shows in red. This revision will satisfy the property owner on the northerly side of Harvard near Umpqua Street and permit us to secure an easement.

The sections you also sent indicate that our cut slope on the southerly side fall outside the right of way and also require a steep approach to properties on that side.

As Bates states in his included letter, we could establish a profile somewhere between yours and his and increase the crown to accomplish a match with property on the northerly side. Another suggestion is to develop a "shed roof" section which would better fit properties on both sides. Another treatment might be to consider a retaining wall on the northerly side.

Bates has gotten a favorable response from the Administrator of the Douglas Community Hospital on the proposed grade but is having difficulty getting a commitment from the Board of Directors on the easement. He will continue to work on this and we will get the info to you as soon as possible.

If more field investigation is in order, please let me know.

J. X. WILSON
Region Construction Engineer

JXW/cw
Encl.

cc A. W. Bates

NOTED
L. K. WATSON

REFERRED TO

Cole ____ Reed ____
Eriksen ____ Sample ____
Hager ____ Watson ✓

Return ☒ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

L. K. Watson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 9, 1973

TO J. H. Versteeg, Region 3 Engineer

FROM F. E. Terpin, Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

SUBJECT Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

To confirm the telephone conversation of March 7, 1973, between you and Frank Hall we are transmitting the following information.

Enclosed are three sets of plans, profiles and cross sections of the Harvard Avenue Interchange with proposed revisions for review. The sidewalk has been eliminated on the East side of West Harvard Avenue from W. Umpqua Street to W. Freeway Avenue. Also eliminated was the school bus turnout right of Station 5+00 to Station 7+00. Additional right of way will be required at the W. Harvard Avenue and W. Umpqua Street intersection.

The proposed grade change will allow the required 17' vertical clearance at the structure. Easements will be required to construct sidewalks as shown on prints colored in orange.

Please contact the affected parties and determine if difficulty in obtaining the easements is to be expected.

FET:jh

NOTED
L. K. WATSON

BCC =

January 14, 1974

Mr. R. R. Brand, Spokesman
560 West Chatham Drive
Roseburg, Oregon 97470

Dear Mr. Brand:

Access to Chatham Drive
Garden Valley Interchange-
Fairgrounds Road Section
Pacific Highway
Douglas County

Your request for consideration of early construction of the connection between Chatham Drive and Bellows Street was referred by Mr. Shirley, Regional Engineer, to me for review.

This has been done and I am pleased to inform you that the construction of the connection will be required as one of the first items of work to be done.

I hope this will meet with your approval. If you have any further requests concerning your traffic problems, please feel to contact Mr. Shirley.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
A. J. Shirley, Jr.
C. G. Swenson

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE December 21, 1973

TO E. S. Hunter, Asst. State Highway Engineer

FROM ALFRED SHIRLEY, Regional Engineer

SUBJECT

Attached hereto is a letter from the residents who live on Chatham Drive, which is near the Harvard Avenue Interchange on the Garden Valley Interchange-Fairgrounds Road Section of I-5.

It will be necessary for these people to use the proposed Bellows Street connection for their access to Harvard Avenue and they are concerned about this during the construction of the above mentioned section.

I feel that our Standard Specifications take care of their problem, but they have written a letter of concern.

AS/cw
Attach.

RECEIVED
DEC 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

560 W. Chatham Drive
Roseburg, Ore. 97470
December 19, 1970

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

We understand, from our local representative of your department, that the work bids will be called on the Roseburg I-5 freeway widening and improvement project in the latter part of February 1971. We, the undersigned ten families that are left in the Chatham Drive area, between the freeway and the Roseburg Senior High School, have a special request we would very much appreciate your department and the contractor take into consideration.

You will note from your drawings of the area that Chatham Drive is a one way U shaped street between the I-5 freeway and the Roseburg Senior High School. Under the plan adopted, both legs of this U shaped street will be cut off, by the new ramp fill on one side and a new parking lot area for the senior high school on the other. A new half block long street is to be constructed connecting Chatham Drive and Bellows street, along side the Southwest property line of R. R. Brand at 560 W. Chatham Dr. This will be a two way entrance and exit for these ten families via the Bellows St. underpass, south to the already existing stop light on Harvard, just West of the I-5 underpass and adjacent to the Douglas Community Hospital grounds

Our request has to do with the possibility of the construction of this new half block long connecting street, between Chatham Drive and Bellows Street, at the beginning of the project rather than later or at the end of the construction. The volume of traffic on Harvard Ave continues to increase to the point that we find it almost impossible

at times to penetrate the traffic across the East bound lane and proceed on into the business district of the city. In addition to this problem we also have the difficulties of Northbound I-5 traffic, having just left the freeway, and wanting to enter the Harvard Ave West bound lane which is at a point almost directly opposite the exit point from Chatham Drive. In addition our traffic problems on Harvard Ave are further complicated several times daily by the large volume of cars entering or exiting from the Senior high school grounds.

If it is at all possible to grant our request, we could enjoy the advantages of safe and regular entrance into the flow of the Harvard Ave. traffic at the stop light approximately two years earlier than might otherwise occur. If the completion of the new connecting street, at the beginning of the project, is impractical due to the curbing, cement surfacing work or other factors, could you at least open the new street connection through to Bellows street, with the necessary grading and a rock base, that would make possible Temporary use until completion is practical. Barricades could be installed across both legs of Chatham Dr. just beyond the edge of the private property lines thus cutting off the present through traffic on the street and thus facilitating the construction work.

Any assistance your department or the contractor can give in helping to solve our traffic problems will be most appreciated.

Very cordially yours,

R. R. Branch, Spokesman
Chatham Drive Residents

Chatham Drive Residents

We the undersigned residents of West Chatham Drive, (Westmoreland Addition) join together in making the request attached hereto.

1. Mr. and Mrs. R. Romayne Brandt
   560 W Chatham Drive
2. Mr and Mrs Irwin Pfaltt
   565 W. Chatham Drive
3. Mr. + Mrs. Alvin A. Hoffman
   569 W Chatham Drive
4. Mr & Mrs Douglas E. Wickerson
   561 W. Chatham Drive
5. Mr. and Mrs Paul Radnicki
   556 W. Chatham Drive
6. Mr. & Mrs Frederick J. Nicholson
   546 W Chatham Drive
7. Mr. and Mrs. Ronald V. Geisen
   544 W. Chatham Drive
8. Mr. and Mrs. Archie L. Kuettel
   540 W. Chatham Drive
9. Mr. and Mrs. Joseph A. Michael
   536 W Chatham Drive
10. Mr + Mrs. Robert L. Russell
    532 W. Chatham Drive

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(-)125
Garden Valley - Fairgrounds Road
Pavement Overlay
(OSHD memo, 12-7-73, Mr. Gregg to Mr. Wolfe)

DATE: January 9, 1974

In reply refer to:

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Gregg's memorandum provided analysis and recommendations for pavement overlay depths for the various sections of roadway within the subject project.

Because of the numerous previous contracts covering short segments within this section of freeway - extending over a period from 1954 to 1965, and further complicated by the variety of funds involved in the original construction and the extent of the pending safety work - the conventional pavement overlay evaluation for funding purposes is not considered reasonably practical. Based on our review and evaluation of Mr. Gregg's analysis and supporting information, the pavement overlay depths proposed in his memorandum are approved for FAI funding.

This project is considered to be an unusual case. Our approval is not to be construed as a precedent applicable to future pavement overlay proposals.

G. L. Green

NOTED
E. S. HUNTER

cc Gregg
Venetsy
1-11-74

RECEIVED
STATE HWY ENGR
JAN 10'74
REFER TO
FOR
Info | Invest | R/D | D/R | G.E. | Asst. | Eng.

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Garden Valley Road-Fairgrounds Interchange
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1994

Res. Engr. _____
Approx. Length 2.5± mile
Sta. 2522± to Sta. 2650±
Date 3-1-73

Mean Truck A.D.T. 2439
Traffic Coefficient 11.5
18 kip s. a. per day 100.1
(1)

Annual Precipitation 34"+
Frost Penetration - - --
CBE Total Requirement 33.5"

Typical Soil

38 LL
11 PI
92 %P 10
60 %P 200
8 % Gravel
12 % C Sand
20 % F Sand
17 % Silt
23 % Clay
18 R Value
A-6 AASHO Classif.

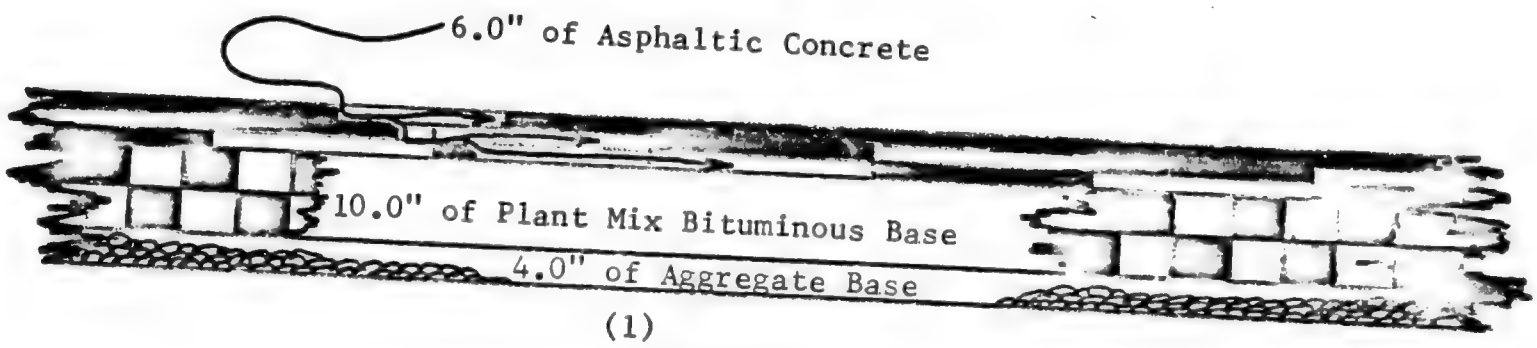
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
12.0	6.0	A.C.
18.0	10.0	P.M.B.B.
4.0	4.0	A.B.
34.0	20.0	

STRUCTURAL SECTION

"NEW WORK"



(1)
Clayey Sand

Note:
Overlay thickness recommendations with supporting data are included in attached letter.

F.H.W.A. (2)
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Asst. Planning Engineer

Submitted by _____
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by _____
Location Engineer

Approved by _____
Asst. State Highway Engineer

SECTION: Garden Valley Road-
Fairgrounds Interchange

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	1.0"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
10.0 - 11.0	4.0"	10.0"	4.0"	---	30.5"	18.0"
9.0 - 10.0	4.0"	8.0"	4.0"	---	27.5"	16.0"
8.0 - 9.0	3.5"	8.0"	4.0"	---	24.5"	15.5"
7.0 - 8.0	3.5"	6.0"	4.0"	---	22.0"	13.5"
6.0 - 7.0	3.0"	4.0"	6.0"	---	19.0"	13.0"
4.8 - 6.0	2.0"	3.0"	5.0"	---	16.0"	10.0"
Cars Only	2.0"	---	7.5"	---	11.5"	9.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

Salem, Oregon

December 7, 1973

Victor D. Wolfe
Location Engineer

C. J. Gregg
Base Design Engineer

Overlay Design Recommendations
Garden Valley Road-Fairgrounds Interchange
Pacific Highway (FAR 3)
Douglas County

Report on the evaluation of the Garden Valley Road-Fairgrounds Interchange Section, Station 2522±, New M.P. 124.73 - Station 2650±, New M.P. 122.32. The proposed project covers five or portions of five original projects, and at least seven grading and surfacing contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. The overlay requests following are the differences in crushed base equivalent credits allowed in the original surfacing designs from the present (1973) design. (See the attached sketch map (1) containing information concerning the various projects, also, the "As Constructed" Typical Sections and "Project Base Designs" numbered A-1 through A-1-f.)

1.	Sta. 2522± - 2529± (N. end Br.)	S. B. 2.0" taper and to match centerline. N. B. All New Work
2.	Sta. 2536+30± (S. end Br.) - 2544±	S.B. 6.0" N.B. All New Work
3.	Sta. 2544± - 2589±	Both Lanes All New Work
4.	Sta. 2589± - 2622±	Both Lanes 5.5"
5.	Sta. 2622± - 2650±	Both Lanes 3.5"

The above sections that are to be overlayed, except the S.B. Lane from Garden Valley Rd. to S. Umpqua River, #1, had Selected Subgrade Material as part of the structural section. No record of the source location or test results of the S.S.M. has been found. A number of holes were drilled in the existing roadway, and it appears that a portion of the material was obtained from the S. Umpqua River and part from Mt. Nebo and other cuts on the project. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil. For the S. B. Lane Garden Valley Rd.-S. Umpqua River, an R value of 18 was used rather than the original R value of 12 (Corrected.) Laboratory reports and letters establishing equivalency coefficients are attached as A-2 through A-5-d, and below is a summary of recommended equivalencies:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

1. Sta. 2522± - 2529±

Asphaltic Concrete - 1963	CBE = 1.8" Wearing Surface 1.7" Base
Plant Mix Bituminous Base - 1963	CBE = 1.8"
Aggregate Base - 1963	CBE = 1.0"
Asphaltic Concrete - 1954	CBE = 1.7"
Aggregate Base - 1954	CBE = 1.0"
Aggregate Base - 1954	CBE = 0.5"

2, 3, & 4. Sta. 2535± - 2622±

Asphaltic Concrete - 1953-54	CBE = 2.0"
Aggregate Base - 1953-54	CBE = 0.9"

5. Sta. 2622± - 2650±

Asphaltic Concrete - 1963	CBE = 2.0"
Plant Mix Bituminous Base - 1963	CBE = 1.7"
Aggregate Base - 1963	CBE = 1.0"
Asphaltic Concrete - 1953-54	CBE = 2.0"
Aggregate Base - 1953-54	CBE = 0.9"

Shown below are computations, by the underdesign method, that verify the above recommendations. Our current design procedure with the materials meeting our present standards and traffic updated, was used to obtain these results:

Sta. 2522± - 2529±

	N.B.	S.B.
Design R value	All New Work	18
Traffic Coefficient		11.3
CBE Requirement		33.0"
Constructed CBE		29.5"
Total under-design		3.5"
A.C. Overlay Required		1.75" or 2.0"

Sta. 2536± (S. end of Br.) - 2544±

	N.B.	S.B.
Design R value	All New Work	Minimum for Traffic Classification
Traffic Coefficient		10.9 (1955-1975)
CBE Requirement		25.5"
Constructed CBE		14.0"
Total under-design		11.5"
A.C. Overlay Required		6.0"

Sta. 2544± - 2589±

	All New Work	All New Work

Sta. 2589± - 2622± Both Lanes

Design R value	Minimum for Traffic Classification
Traffic Coefficient	10.9 (1955-1975)
CBE Requirement	25.5"
Constructed CBE	14.5"
Total under-design	11.0"
A.C. Overlay Required	5.5"

Sta. 2622± - 2650± Both Lanes

Design R value	Minimum for Traffic Classification
Traffic Coefficient	11.2 (1963-1983)
CBE Requirement	26.0"
Constructed CBE	19.5"
Total under-design	6.5"
A.C. Overlay Required	3.25" or 3.5"

Traffic Analysis sheets are numbered A-6 through A-6-f.

The overlay thickness required by deflection measurements is shown below:

Sta. 2522± - 2529±	S.B. Only	June 17, 1971
Average Deflection		= 0.014
Evaluated (80%)		= 0.015
1973-1983 Traffic Coefficient		= 10.5
Eleven Year E.W.L.		
(Remainder of design period)		= 42,516,540
Tolerable Deflection		= 0.009
Percentage Reduction Required		= 40.0
Crushed Base Equivalent Required		= 4.5"
Asphaltic Concrete Overlay Required		= 2.25 or 2.5"

Sta. 2536± - 2650±	Both Lanes	March 20, 1967
Average Deflection		= 0.017
Evaluated (80%)		= 0.024
1973-1975 Traffic Coefficient		= 8.7
1973-1983 Traffic Coefficient		= 10.4
Three Year E.W.L.		
(Remainder of design period)		= 8,766,120
Eleven Year E.W.L.		
(Remainder of design period)		= 40,029,990
Tolerable Deflection (1973-1975)		= 0.0125
Tolerable Deflection (1973-1983)		= 0.010
Percentage Reduction Required (1973-1975)		= 47.9
Percentage Reduction Required (1973-1983)		= 60.4
Crushed Base Equivalent Required ('73-'75)		= 6.5"
Crushed Base Equivalent Required ('73-'83)		= 9.5"
Asphaltic Concrete Overlay Required ('73-'75)		= 3.25 or 3.5"
Asphaltic Concrete Overlay Required ('73-'83)		= 4.75 or 5.0"

A third analysis was made based on a condition survey completed in 1968. Six test holes were drilled and the subgrade and base material sampled and tested. The Selected Subgrade Material from four of the six holes had very low R values, more in the order of soil, and no credit was allowed for this material. The base ranged in depth from 6.0" to 10.0", and when compared to present-day specifications, would meet requirements for Aggregate Subbase. An equivalency of 0.8" was assigned this material. The asphaltic concrete wearing surface at the time of the condition survey was patched in areas, but visually appeared to be in fair condition. For computation purposes, an average thickness was used and a 1.8" C.B.E. assigned. The following result was obtained from this method:

R value	=	18
Traffic Coefficient ('73-'75)	=	8.7
CBE Requirement	=	25.5"
A.C. (Average)	=	4.5" x 1.8" = 8.0"
Base (Average)	=	7.5" x 0.8" = 6.0"
CBE Deficiency	=	11.5"
A.C. Deficiency	=	5.75" or 6.0"

Following is an Overlay Analysis computed by the "Williams Method". Traffic Analysis sheets used for these computations are numbered A-9 through A-9-b.

Data:

1954 - Authorization Date
1954-1974 - 20 Year Design Period
1955 - Year opened to traffic
1962 - Year pavement reached Pt = 2.5 (Obtained through John Sheldrake from Section and Paving Foremen)
100% Trucks in Design Lane
50-50 ADT Split (Included on traffic analysis sheet)
Soil Support Value = 5.5 (Based on R = 34, minimum for traffic classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1954 traffic data and standard 18 kip Traffic Analysis Sheets.

1955-1962 (Year of opening to Year pavement reached Pt = 2.5)
Average Daily 18 kip Loads = 500.3
Total 18 kip Loads (1955-1962) = 1,278,190

From AASHO Chart 400-2, Pt = 2.5
SN Supplied = 2.97

1955-1974 (Remainder of Design Period After Opening)
Average Daily 18 kip Loads = 664.7
Total 18 kip Loads (1955-1974) = 4,610,013

From AASHO Chart 400-1, Pt = 2.0
SN Required = 3.39

SN Required = 3.39 + 0.34 (10% Safety Factor) = 3.73
SN Supplied (Opening to 1962) = 2.97
SN To Be Added = 0.76

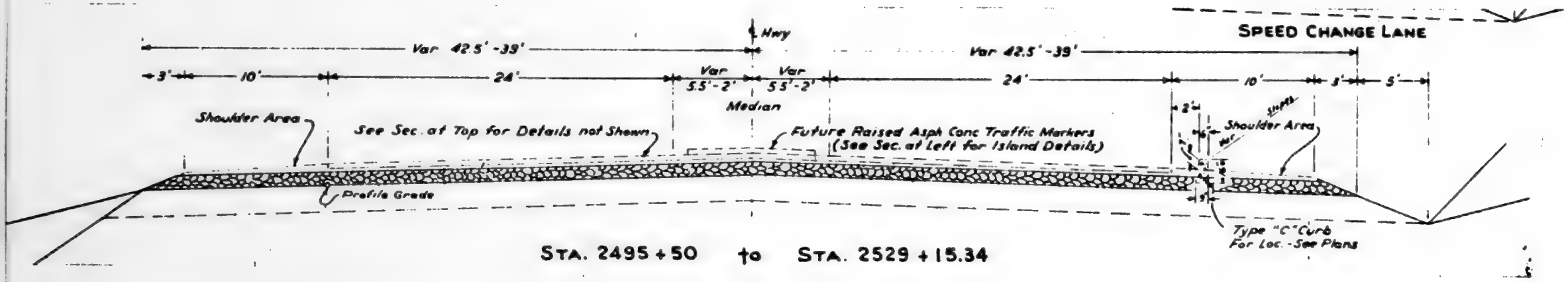
CBE Required = $\frac{0.76}{0.14}$ = 5.43"

A.C. Overlay Required = ½ CBE Required
= ½ (5.43") = 2.72" say 3.0"

Garden Valley Road-
Fairgrounds Interchange
Pacific Highway (FAR 3)
Douglas County

INDEX TO ATTACHMENTS

Item	Page
"As Constructed" Typical Sections, 1953 and 1954	A-1, A-1-a
Base Design, 1963	A-1-b
"As Constructed" Typical Section, 1953 and 1954	A-1-c, A-1-d, A-1-e
Base Design, 1963	A-1-f
Laboratory Reports (Aggregate)	A-2, A-2-a, A-2-b, A-2-c, A-2-d, & A-2-e
Laboratory Reports (Core Tests)	A-3, A-3-a, A-3-b, A-3-c, A-3-d, & A-3-e
Laboratory Reports (Mix Design)	A-4, A-4-a, A-4-b, A-4-c, A-4-d, & A-4-e
Laboratory Letters	A-5, A-5-a, A-5-b, A-5-c, & A-5-d
Traffic Analysis	A-6, A-6-a, A-6-b, A-6-c, A-6-d, A-6-e, & A-6-f
Deflection Measurements	A-7, A-7-a, & A-7-b
Summary of Test Holes and Laboratory Reports	A-8, A-8-a
Traffic Analysis for "Williams Method"	A-9, A-9-a, & A-9-b

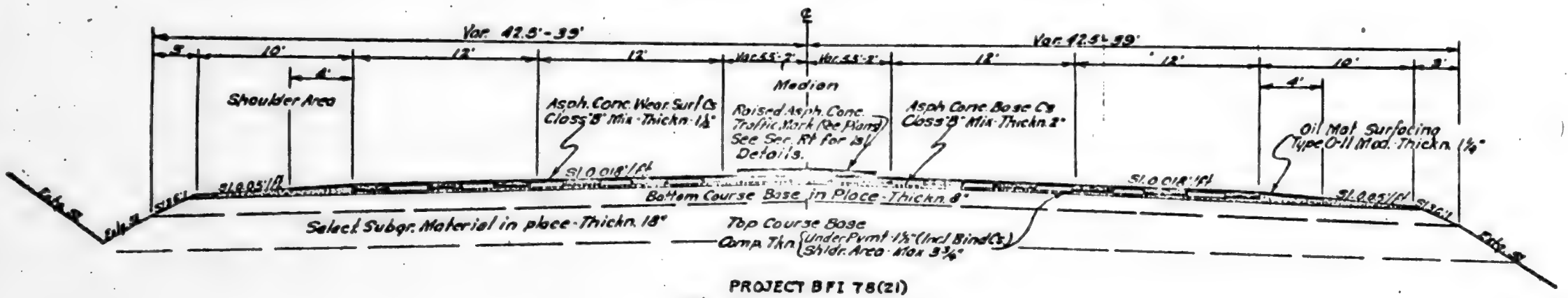


STA. 2495+50 to STA. 2529+15.34

"As Constructed"
Winchester - S. Umpqua River Un.
Pacific Highway
Douglas County
1953

A-1

A-1


Var. 42.5'-39'
Var. 42.5'-39'
10'
4'
12'
12'
Var. 5.5'-2'
Var. 5.5'-2'
12'
12'
10'
4'
2'
Shoulder Area
Median
Asph. Conc. Wear. Surf. Cs Class 'B' Mix · Thickn. 1½"
Raised Asph. Conc. Traffic Mark (See Plans) See Sec. R1 for Std. Details.
Asph. Conc. Base Cs Class 'B' Mix · Thickn. 2"
Oil Mat Surfacing Type O-II Mod. Thickn. 1½"
Sl. 0.05'/ft
Sl. 0.018'/ft
Sl. 0.018'/ft
Sl. 0.05'/ft
Bottom Course Base in Place · Thickn. 8"
Select Subgr. Material in place · Thickn. 18"
Top Course Base Comp. Thk. {Under Pvmt 1½" (Incl Bind Cs) / Shldr. Area · Max 3¾"}

PROJECT BFI 78(21)
Sta. 2495+50 to Sta. 2529+16.84

"As Constructed"
Deady - S. Umpqua River Unit
Pacific Highway
Douglas County
1954

A-1-a

A-1-a

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

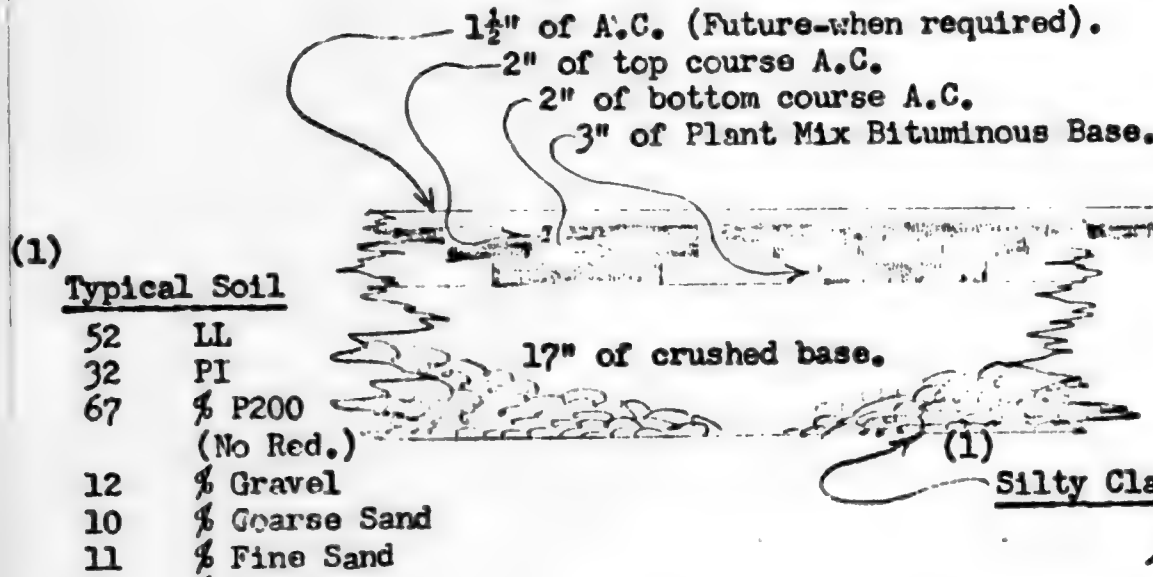
REVISED REVISED

ction WINCHESTER - S. UMPQUA RIVER Highway PACIFIC (FA 3) County DOUGLAS Prefix 610-1470

s. Engr. O. Lockmond Approx. Length of Project 4.62 Miles. Sta. 2285± to Sta. 2529± Date 4-30-63

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

NEW WORK

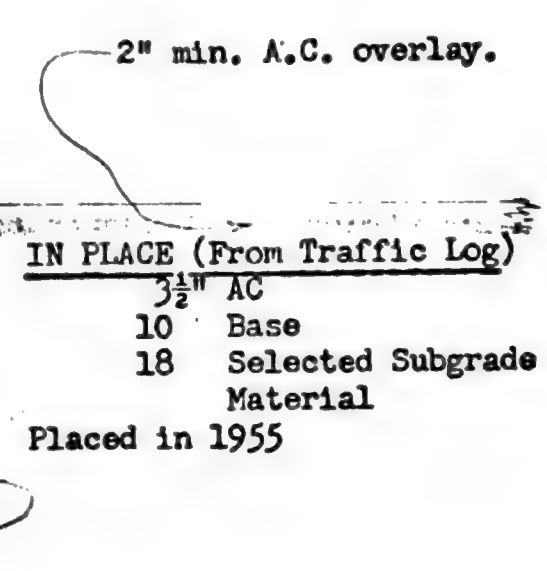

1½" of A.C. (Future-when required).
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
17" of crushed base.
(1)
Silty Clay

(1)
Typical Soil

52	LL
32	PI
67	% P200 (No Red.)
12	% Gravel
10	% Coarse Sand
11	% Fine Sand
24	% Silt
43	% Clay
12	"R" Value (Corrected.)

AASHO Classif. - A-7-6 (16)

EXISTING ROADWAY



IN PLACE (From Traffic Log)

3½"	AC
10	Base
18	Selected Subgrade Material

Placed in 1955

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			4	AC
			3	FMBb
			17	Cr Base
			24	PRESENT
		Future	1½	AC
24			25½	FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The quality of the material is generally fair if carefully selected, but zones of poor material will be encountered and should be upgraded.

B.P.R.
Test
Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by F. W. Yarbrough, Staff Assistant

Recommended by G. F. Worker, Asst Construction Engineer

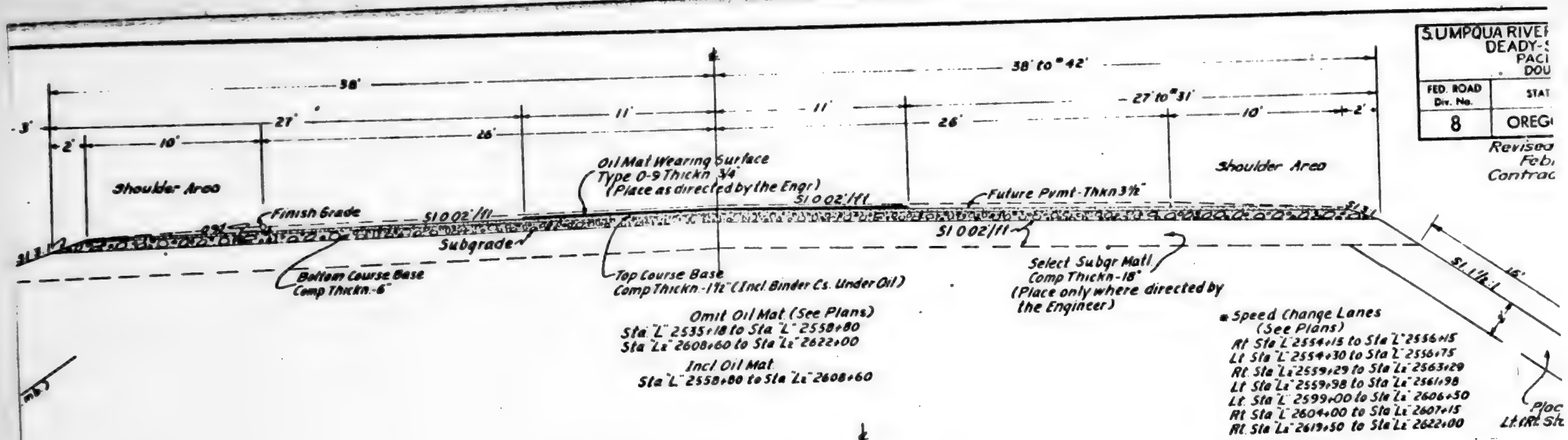
Recommended by

Approved by Lloyd V. Snow, Deputy State Highway Engineer

D-1-b

D-1-a

Out 5-9-63

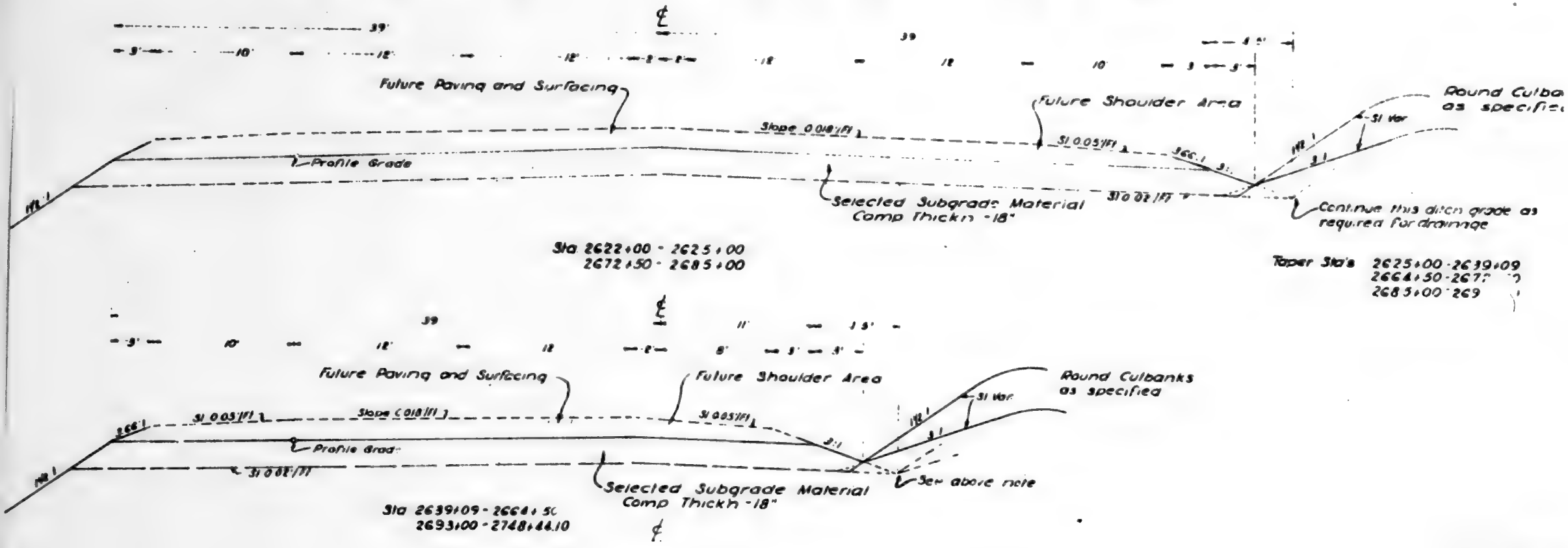


"As Constructed"
S. Umpqua River - Campgrounds
Pacific Highway
Douglas County
1953

A-1-C

A-1-C

T Y P I C A L S E C T I O N S



"As Constructed"
Fairgrounds - Shady Ln.
Pacific Highway
Douglas County
1953

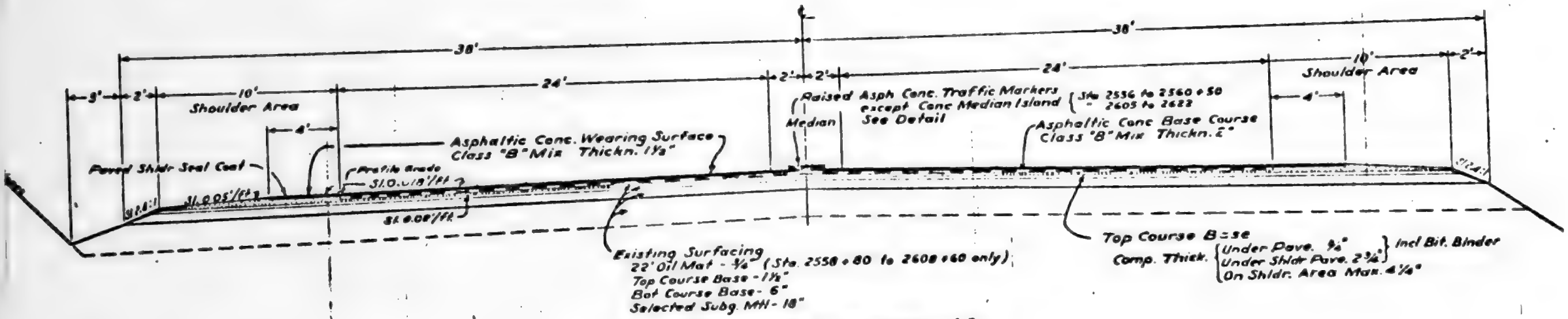
A-1-d

A-1-d

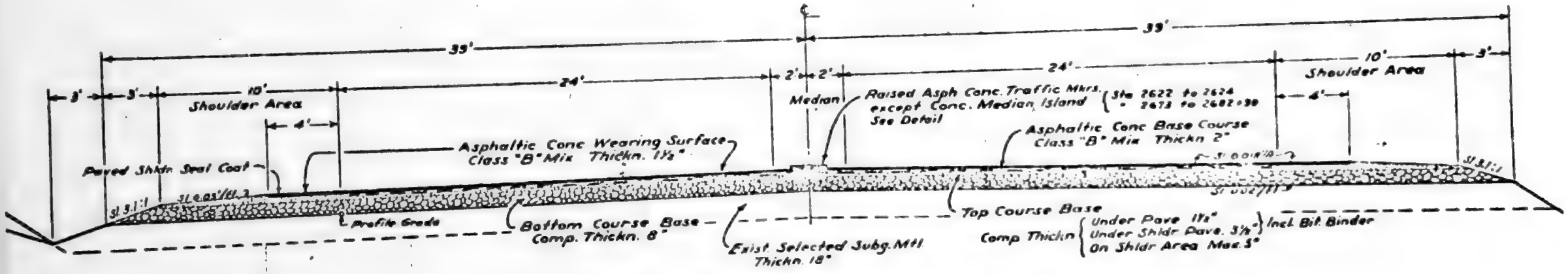
TYPICAL SECTIONS

PACIFIC HIGHWAY
DOUGLAS COUNTY

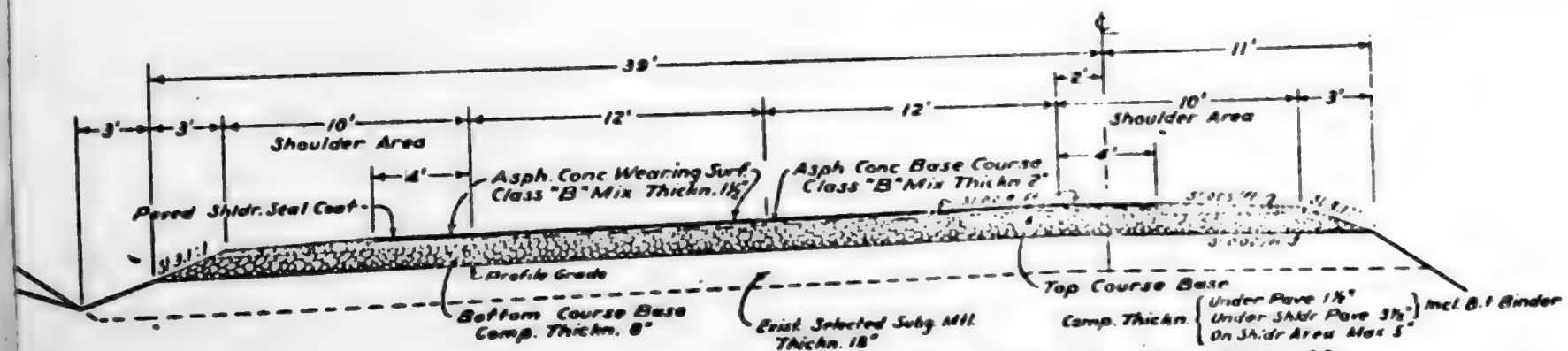
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	BFI-78(11)	


38'
38'
3'
2'
10' Shoulder Area
24'
2'
2'
24'
10' Shoulder Area
2'
4'
Asphaltic Conc. Wearing Surface Class "B" Mix Thickn. 1½"
Raised Asph Conc. Traffic Markers except Conc Median Island { Sta 2536 to 2560+50 " 2605 to 2622
See Detail
Median
Asphaltic Conc Base Course Class "B" Mix Thickn. 2"
Paved Shldr Seal Coat
Profile Grade
Existing Surfacing
22' Oil Mat - ¾"
Top Course Base - 1½"
Bot Course Base - 6"
Selected Subg. Mtl - 18"
(Sta. 2558+80 to 2608+60 only)
Top Course Base
Comp. Thick. { Under Pave. ¾" Under Shldr Pave. 2¾" On Shldr. Area Max. 4¼" } Incl Bit. Binder

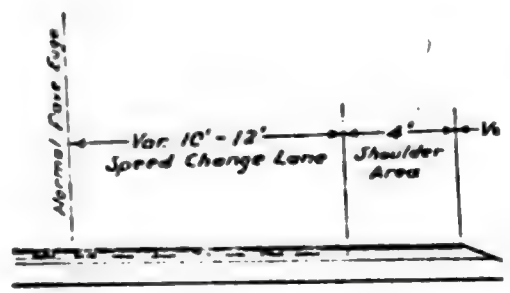
STA. 2536 + 29.34 TO STA. 2622 + 00


39'
39'
3'
3'
10' Shoulder Area
24'
2'
2'
24'
10' Shoulder Area
3'
4'
Asphaltic Conc Wearing Surface Class "B" Mix Thickn. 1½"
Raised Asph Conc. Traffic Mkrs. except Conc. Median Island { Sta 2622 to 2624 " 2673 to 2682+50
See Detail
Median
Asphaltic Conc Base Course Class "B" Mix Thickn 2"
Paved Shldr Seal Coat
Profile Grade
Bottom Course Base Comp. Thickn. 8"
Exist. Selected Subg. Mtl Thickn. 18"
Top Course Base
Comp Thickn { Under Pave 1½" Under Shldr Pave. 3½" On Shldr Area Max. 5" } Incl. Bit. Binder

STA. 2622 + 00	TO	STA. 2625 + 00	
2625 + 00	TO	2639 + 09	(TAPER SECTION)
2672 + 50	TO	2685 + 00	
2685 + 00	TO	2693 + 00	(TAPER SECTION)



STA. 2639+09	TO	STA. 2664 + 50	
2664+50	TO	2672 + 50	(TAPER SECTION)
2693+00	TO	2748+44.10	
2748+44.10	TO	2761 + 70.53	(TAPER SECTION)



For Details Not Shown - See Sects A

SPEED CHANGE LANE
(For Locations - See Grading Pla

"As Constructed"
S. Umpqua River - Shady Ck. I
Pacific Highway
Douglas County
1954 A-1-e

A-1-e

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED

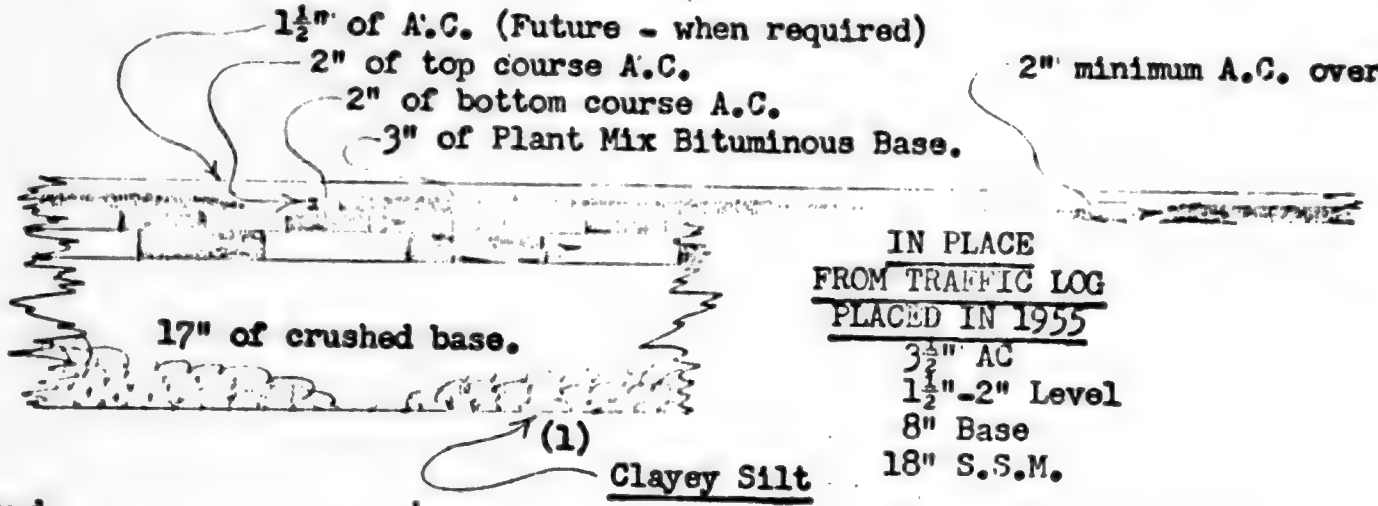
REVISED

Section FAIRGROUNDS - SHADY Highway PACIFIC County DOUGLAS Prefix 610-1460

Res. Engr. J.R. Hagedorn Length of Project 3± Miles. Sta. 2625± to Sta. 2776± Date 2-19-63

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (LOGGING AREA) Interstate

NEW WORK and/or WIDENING


1½" of A.C. (Future - when required)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
2" minimum A.C. overlay.
17" of crushed base.
(1)
Clayey Silt

(1)
Typical Soil

29	LL
10	PI
61	% P200 (3% Red.)
13	% Gravel
14	% Coarse Sand
12	% Fine Sand
40	% Silt
21	% Clay
17	"R" Value (Corrected)

AASHO Classif. - A-6 (7)

EXISTING ROADWAY

IN PLACE
FROM TRAFFIC LOG
PLACED IN 1955
3½" AC
1½"-2" Level
8" Base
18" S.S.M.

Other Traffic Classif.	Total Thickness Requirements
Very Heavy	22"
Heavy	19"
Medium Heavy	16"
Medium	13½"
Light	10"

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			4	A C
			3	PMBB
			17	Cr Base
24			24	
		Future	1½	A C
			25½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

The known material sources in this area are marginal in quality and/or quantity, for this reason a "Revised Project Base Design" recommending the use of Plant Mix Bituminous Base is submitted.

cc B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by H. J. Yarbrough
Staff Assistant

Recommended by G. E. Vocken
Asst. Construction Engineer

Recommended by

Approved by Lloyd P. Shaw
Assistant Deputy State Highway Engineer

Dwg 2-28-63

A-L-E

Form E-61—3M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Winchester - South Umpqua	Prefix No.	610-1994-910
Highway	Pacific	County	Douglas
Contractor	Morse Bros. (Overlay) Contract No. 6275	F. A. Project No.	
Submitted by	Elliott Parker	Date Reported	April 21, 1972
		Laboratory Charges	

REPORT ON SAMPLE OF AGGREGATE

Source of material	N.W. 1/4 Sec. 25, R.6W, T.26S		
		Sampled at	Winchester Bar on N. Umpqua Rive
To be used	In A/C Overlay	Date received	Jan. 5, 1972
Sampled by	W. H. Beal	Quantity represented	
Date Sampled			
Sample Number	1-2-3-4A		

TEST RESULTS

Laboratory No.	992880	Type of material	Gravels Bar Run
Data Sheet No.	62326A	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	7	11	
2	8	19	
1½	7	26	
1	10	36	
3/4	6	42	
1/2	8	50	
3/8	6	56	
1/4	6	62	
4	4	66	
10	9	75	
40	18	93	
80	4	97	
200	2	99	
P200	1.5	1.5	
Total	100.0		
P200 - T-11		5.5	

Abrasion, per cent wear, Los Angeles Rattler	-A-	17.96
Specific gravity (Le Chatelier)	Bulk Gr. 2.55	SSD: 2.62
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	1½-3/4	4.34
	3/4-3/8	3.49
	3/8-4	9.37
Plasticity index: Natural fines	14	%
Manufactured fines		%
Liquid limit: Natural fines	38	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 2.87		

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #6275 records and the above test results indicate that crushed aggregate base was constructed with material of a 1.0 CBE quality.

Degrades 1"-1/4"

Bag #	%P#20	Height
1	20.13	2.1
2	20.63	2.0
3	23.87	2.2
4	20.73	2.1
5	22.29	2.1

TEST REPORT DISTRIBUTION:

- FHWA
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Regional Engineer Versteeg
- Resident Engineer
- District Engineer
- Region Geologist
- X Geology and Soils
- X Files
- X Parker

SP*66045-734

Engineer of Materials

1-2

Form E-61—3M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Winchester-S. Umpqua R.	Prefix No.	610-1994-910
Highway	Pacific	County	Douglas
Contractor	Morse Bros. Inc. Completed Dec. 1965	Contract No. 6275	F. A. Project No.
Submitted by	Elliott Parker	Date Reported	April 21, 1972
		Laboratory Charges	

REPORT ON SAMPLE OF AGGREGATE

Source of material Winchester Bar NW¼, Sec. 25, R.6W, T.26S

Sampled at Source

To be used A/C

Date received Feb. 17, 1972

Sampled by W. H. Beal

Quantity represented

Date Sampled Feb. 14, 1972

Sample Number 6-15

TEST RESULTS

Laboratory No. 995251

Type of material Bar Run Gravels

Data Sheet No. 62333

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	1	1	
3	9	10	
2	9	19	
1½	7	26	
1	11	37	
3/4	7	44	
1/2	8	52	
3/8	4	56	
1/4	5	61	
4	3	64	
10	6	70	
40	16	86	
80	7	93	
200	3	96	
P200	4.0	4.0	
Total	100.0		

P200 T-11 8.27

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier) Bulk Gr. 2.53 SSD: 2.6		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%
Fracture		%
Sand equivalent	18	
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 2.94%		

Material as represented by this sample (does) (does not) comply with specifications.

See Test Report #992880

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
X Files
X Parker

SP*66045-734

R. H. Gerdes

Engineer of Materials

A-2-a

Form E-61—3M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	South Umpqua River - Shady	Prefix No.	610-1994-910
Highway	Pacific	County	
Contractor	Hall-Compton Completed Oct. 1955 Contract No. 4212	F. A. Project No.	
Submitted by	Elliott Parker	Date Reported	April 24, 1972
		Laboratory Charges	$333.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	S½, S.E.¼, Sec. 34, R.6W, T.27S		
		Sampled at	Gravel Bar
To be used	Class "B" A/C	Date received	Jan. 13, 1972
Sampled by	W. H. Beal	Quantity represented	
Date Sampled	Jan. 11, 1972		
Sample Number			

TEST RESULTS

Laboratory No.	993333	Type of material	Bar Run Gravels
Data Sheet No.	62327	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Single Sieve	Accumulative	Sand Grad	% Single Sieve	% Accumulative
4	0	0			
3	2	2			
2	8	10			
1½	6	16			
1	11	27			
3/4	10	37			
1/2	13	50			
3/8	7	57			
1/4	7	64			
4	4	68			
10	8	76	8	7	75
40	9	95	16	7	82
80	3	98	30	9	91
200	1	99	50	6	97
P200	0.7	0.7	100	1	98
Total		100.0	200	1	99

T-11 P200

Abrasion, per cent wear, Los Angeles Rattler	A	15.58	
Specific gravity (Le Chatelier)*		2.74	
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss	CA & PA	Note below	
Asphalt stripping: Natural fines			
Manufactured fines			
Plasticity index: Natural fines	NP	%	
Manufactured fines		%	
Liquid limit: Natural fines	NP	%	
Manufactured fines		%	
Fracture		%	
Sand equivalent	66		
Oregon degradation: Pass No. 20		%	
Height		in.	
Strength test, per cent of standard mortar:			
Compression		%	
Organic Material, color plate No.			

*Nat. Fine P4 2.72

Material as represented by this sample (does) (does not) comply with specifications. Contract #4212 records and th above test results indicate that the 3"-0 crushed base from Stevenson Bar contains excess #10-0 as constructed in 1954-5. The crushed base is of a 0.9 CBE quality. Considerable 3"-0 was also used from a cut at station 2668 2672. This is a degrading type material with deficient #10-0 and is of a 0.9 CBE quality.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
X Files
X Parker

Bag#	Degrades %P#20	Height
1	16.5	1.3
2	19.2	1.6
3	17.3	1.4
4	17.1	1.6
5	19.1	1.8

T-104 Sodium Sulfate Soundness

Size	% Loss	Size	% Loss
1½-3/4		4-8	7.0
	6.53	8-16	5.4
3/4-3/8	2.41	16-30	5.3
3/8-4	4.07	30-50	4.3

Engineer of Materials

A-2-b

SP*66045-734

Form E-61—6M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project	Winchester-South Umpqua River Interstate Overlay Need Study	Prefix No.	610-1994-910
Highway	Pacific	County	Douglas
Contractor	Babler Bros. Inc. Contract No. 4058	F.A. Project No.	
Submitted by	Elliott Parker Completed 11-2-54	Date Reported	Dec. 18, 1972
		Laboratory Charges	$5.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	N.W. 1/4 Sec. 25, R. 6W, T. 26S.		
		Sampled at	Winchester Bar on N. Umpqua River
To be used	Base Course	Date received	Dec. 14, 1972
Sampled by	W. H. Beal	Quantity represented	
Date Sampled			
Sample No.	1-2-3-4A		

TEST RESULTS

Copy of test report #992880 for I.O.N.S Contract #6275

Laboratory No.	72-30973	Type of material	Gravels, Bar Run
Data Sheet No.	62326A	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	7	11	
2	8	19	
1½	7	26	
1	10	36	
3/4	6	42	
1/2	8	50	
3/8	6	56	
1/4	6	62	
4	4	66	
10	9	75	
40	18	93	
80	4	97	
200	2	99	
P200	1.5	1.5	
Total	100.0		
~~P200 [-11~~		5.5	

Abrasion, per cent wear, Los Angeles Rattler -A-	17.96	
Specific gravity (Le Chatelier) Bulk Gr. 2.55 SSD: 2.62		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, % Loss 1½-3/4	4.34	
3/4-3/8	3.49	
3/8-4	9.37	
Plasticity index: Natural fines	14	%
Manufactured fines		%
Liquid limit: Natural fines	38	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 2.87		

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #4058 records and the above test results indicate that aggregate used in base construction is of a 0.5 crushed base equivalent quality for the 3"-0 bottom course (fracture and gradation deficiency) and 3/4"-0 top course is of a 1.0 CBE.

Degrades 1"-1/4"

Bag #	%P#20	Height
1	20.13	2.1
2	20.63	2.0
3	23.87	2.2
4	20.73	2.1
5	22.29	2.1

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Versteeg
- Resident Engineer
- Dist. Maint. Supt.
- Geologist
- DeSerano
- X Files
- X Parker
- X Geology & Soils

Engineer of Materials

A-2-c

Form 2-61—SM—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	Interstate Overlay Need Study Deady-S. Umpqua River	Prefix No.	610-1994-910
Highway	Pacific	County	Douglas
Contractor	E.C. Hall-J. C. Compton Contract No. 4157	F.A. Project No.	
Submitted by	Elliott Parker	Date Reported	Dec. 20, 1972
		Laboratory Charges	$5.00

REPORT ON SAMPLE OF AGGREGATE

Source of material NW ¼, Sec. 25, R. 6W, T. 26S
Sampled at Winchester Bar on N. Umpqua River

To be used	Base-Asphalt Concrete	Date received	Dec. 19, 1972
Sampled by	W. H. Beal	Quantity represented	
Date Sampled			
Sample No.	1-2-3-4A		

TEST RESULTS This report is a copy of #992880 for I.O.N on Contract #627

Laboratory No. 72-31125 Type of material Gravels Bar Run
Data Sheet No. 62326A Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	7	11	
2	8	19	
1½	7	26	
1	10	36	
3/4	6	42	
1/2	8	50	
3/8	6	56	
1/4	6	62	
4	4	66	
10	9	75	
40	18	93	
80	4	97	
200	2	99	
P200	1.5	1.5	
Total	100.0		
P200 T-11		5.5	

Abrasion, per cent wear, Los Angeles Rattler -A-	17.96	
Specific gravity (Le Chatelier) Bulk Gr.	2.55	SSD: 2.62
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, % Loss 1½-3/4		4.34
3/4-3/8		3.49
3/8-4		9.37
Plasticity index: Natural fines	14	%
Manufactured fines		%
Liquid limit: Natural fines	38	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 2.87		

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #4157 record and the above test results indicate that aggregate used in base construction is of a 0.5 crushed base equivalent cuality for the 3"-0 bottom course (fracture, cleanliness, gradation deficiency) and 3/4"-0 top course is of a 1.0 CBE.

Degrades 1"-1/4"

Bag #	%P#20	Height
1	20.13	2.1
2	20.63	2.0
3	23.87	2.2
4	20.73	2.1
5	22.29	2.1

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Versteeg
- Resident Engineer
- Dist. Maint. Supt.
- Geologist
- DeSerano
- X Files
- X Geology and Soils
- X Parker

Engineer of Materials

A-2-d

Form E-G—GM—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project	Interstate Overlay Need Study Fairgrounds Road - Shady	Prefix No.	810-1424-910
Highway	Pacific Completed Nov. 1965	County	Douglas
Contractor	Hall-Compton Contract No. 6312	F.A. Project No.	
Submitted by	Elliott Parker	Date Reported	Jan. 29, 1973
		Laboratory Charges	15.00

REPORT ON SAMPLE OF AGGREGATE

Source of material S.½, S.E.¼, Sec. 34. R.6W., T. 27S. Sampled at Gravel Bar (Stevenson Bar)

To be used Date received Jan. 13, 1972

Sampled by J. H. Beal Quantity represented

Date Sampled Jan. 11, 1972

Sample No. Copy of Report #993333 for I.D.N.S. Contract #4212

TEST RESULTS

Laboratory No. 73-2196 Type of material

Data Sheet No. 62307 Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Fine Aggregate Grading	Single Sieve	Accumulative
4	0	0			
3	2	2			
2	8	10			
1½	6	16			
1	11	27			
3/4	10	37			
1/2	13	50			
3/8	7	57			
1/4	7	64			32
4	4	68		28	
10	8	76	8	7	75
40	9	95	16	7	82
80	3	98	30	9	91
200	1	99	50	5	97
P200	0.7	0.7	100	1	98
			200	1	99
Total	100.0				

Abrasion, per cent wear, Los Angeles Rattler A	15.56	
Specific gravity (Le Chatelier)	2.74	
" " " - Nat fine P4	2.72	
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, % Loss CA & PA	Note abo	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP	%
Manufactured fines		%
Liquid limit: Natural fines	NP	%
Manufactured fines		%
Fracture		%
Sand equivalent	66	
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

P200 [illegible]

Material as represented by this sample (does) (does not) comply with specifications. Contract #6312 records and t above test results indicate that the 1½"-0 crushed base constructed in 1964-5 is of a 1.0 CBE quality. The material had a slight deficiency of percent fracture.

T-104 Sodium Sulfate Soundness

Size	% Loss	Size	% Loss
1½-3/4	6.53	4-8	7.0
		8-16	5.4
3/4-3/8	2.41	16-30	5.2
3/8-4	4.07	30-50	4.8

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Versteeg
- Resident Engineer
- Dist. Maint. Supt.
- Geologist DeSerano
- X Files
- X Soils & Geology
- X Parker

Degrades

Bag#	%P#20	Height
1	16.5	1.3
2	19.2	1.6
3	17.3	1.4
4	17.1	1.6
5	19.1	1.8

[signature]

Engineer of Materials

A-2-e

Form E-S—Ed—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 992879
Data Sheet No. 62326
Prefix 610-1994-910
Amount charge
Dept. invoice No.
Date received Jan. 5, 1972
Date reported April 21, 1972

Pavement Evaluation-Core Test Data-Plant Mixed Bituminous Base

Project Winchester-South Umpqua
Highway Pacific
Contractor Morse Bros. (Overlay) Completed Dec. 1964 No. 6275
Submitted by Elliott Parker
Source of material Existing Roadway sampled Jan. 1972 from PM88 constructed in 1964. Aggregate from Winchester Bar, Asphalt is Douglas 85-100
Sampled or inspected at To be used PM88
Sampled or inspected by W. H. Beal Quantity represented

Sample No.	326-3-88	326-4-88		
Station	M.P. 190.3	M.P. 192.0		
Lane	S.B.	S.B.		
Test Pavement Thickness	3.5"	3.6"		
Overlay Patch Thickness	0.9"	-		
Gradation of Core				
Percent ret 1"	0	0		
" (3/4"-1/4")	47.1	40.0		
" (1/4"-#10)	21.7	24.9		
" (#10-#40)	14.3	16.9		
" (#40-#200)	7.5	7.9		
" (Pass #200)	4.9	5.2		
Asphalt Content, Percent	4.5	5.1		
Reclaimed Asphalt, Pen @ 77°F.	26	24		
Core, Lane Location	-	-	-	-
Bulk Sp. Gravity in place	2.32	2.31	2.21	2.21
Bulk Sp. Gravity recompacted	2.37	2.37	2.30	2.30
Percent Relative Compaction	97.9	97.5	96.1	96.1
Percent Voids in place	8.7	8.0	11.6	12.3
Percent Voids Recompacted	6.7	5.6	8.0	8.7

REPORT TO:

0 Bureau of Public Roads
X0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X0 Files
X Soils & Geology
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that th PM88 constructed in 1964 satisfies our current specification and design requirements.

A-3

Form E-68—SM—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation-Core Test Data-Base, Asph. Concrete

Project Winchester-South Umpqua — Laboratory No. 992879

Highway Pacific — Data Sheet No. 62326

Contractor Morse Bros. (Overlay) Completed Dec. 1964 — Prefix 610-1994-910

Submitted by Elliott Parker — No. 6275 — Amount charge

Source of material Existing Roadway sampled Jan. 1972 from pavement constructed in 1964. — Dept. invoice No.

Sampled or inspected at Aggregate from Winchester Bar, Asphalt is Douglas 85-100 — Date received Jan. 5, 1972

Sampled or inspected by W. H. Beal — To be used Class "B" AC

Quantity represented — Date reported April 21, 1972

Sample No.	326-1-B		326-2-B		326-3-B		326-4-B	
Station	M.P. 192.0		M.P. 190.3		M.P. 190.3		M.P. 192.0	
Lane	N.B.		N.B.		S.B.		S.B.	
Test Pavement Thickness	2.0"		2.2"		1.9"		2.0"	
Overlay Patch Thickness	-		-		-		-	
Gradation of Core								
Percent ret 1"	0		0		0		0	
" (3/4"-1/4")	41.2		43.0		32.1		39.2	
" (1/4"-#10)	25.6		23.8		27.2		26.1	
" (#10-#40)	15.1		17.0		20.3		16.7	
" (#40-#200)	7.9		7.4		10.0		8.2	
" (Pass #200)	4.6		4.1		3.9		4.0	
Asphalt Content, Percent	5.6		4.7		6.5		5.8	
Reclaimed Asphalt, Pen @ 77°F.	16		13		17		34	
Core, Lane Location	-	-	-	-	-	-	-	-
Bulk Sp. Gravity in place	2.16	2.19	2.18	2.24	2.23	2.20	2.30	2.30
Bulk Sp. Gravity recompacted	2.32	2.33	2.29	2.32	2.34	2.33	2.39	2.38
Percent Relative Compaction	93.1	94.0	95.2	96.6	95.3	94.4	96.2	96.6
Percent Voids in place	12.9	12.7	12.8	10.8	10.1	10.6	6.5	6.5
Percent Voids Recompacted	6.4	7.2	8.4	7.6	5.6	5.3	2.8	3.2

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Soils & Geology
- X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that asphalt content of the base course is below that recommended on design #995251. The low asphalt content resulted in high void conten and reduced pavement durability.

R-3-a

Form E-23—251—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation-Core Test Data-Weari -- Surface

Project Winchester-South Umpqua

Highway Pacific

Contractor Morse Bros. (Overlay) Completed Dec. 1964 No. 6275

Submitted by Elliott Parker

Source of material Existing Roadway sampled Jan. 1972 from pavement constructed in 1964. Aggregate from Winchester Bar, Asphalt-Douglas 85-100

Sampled or inspected at — To be used Class "B" AC

Sampled or inspected by W. H. Beal Quantity represented

Laboratory No. 992879
Data Sheet No. 62326
Prefix 610-1994-910
Amount charge $937.00
Dept. invoice No.
Date received Jan. 5, 1972
Date reported April 21, 1972

Sample No.	326-1-T	326-2-T	326-3-T	326-4-T
Station	M.P. 192.0	M.P. 190.3	M.P. 190.3	M.P. 192.0
Lane	N.B.	N.B.	S.B.	S.B.
Test Pavement Thickness	1.7"	1.8"	1.8"	2.0"
Overlay Patch Thickness	-	-	-	-
Gradation of Core				
Percent ret 1"	0	0	0	0
" (3/4"-1/4")	35.7	40.0	40.4	34.7
" (1/4"-#10)	28.5	25.3	27.2	27.8
" (#10-#40)	15.8	17.1	18.3	17.7
" (#40-#200)	8.6	7.9	9.0	8.7
" (Pass #200)	5.7	4.5	5.2	5.1
Asphalt Content, Percent	5.7	5.2	5.9	6.1
Reclaimed Asphalt, Pen @ 77°F.	14	9	15	16	21
Core, Lane Location	- -	- -	- -	- -
Bulk Sp. Gravity in place	2.30	2.32	2.27	2.26	2.29	2.28	2.30	2.32
Bulk Sp. Gravity recompacted	2.37	2.41	2.36	2.34	2.37	2.38	2.39	2.39
Percent Relative Compaction	97.0	96.3	96.2	96.6	96.6	95.8	96.2	97.1
Percent Voids in place	6.9	7.6	8.8	8.9	8.4	8.4	6.9	6.8
Percent Voids Recompacted	4.0	4.0	5.2	5.6	5.2	4.4	3.2	4.0

REPORT TO:

- X 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Soils & Geology
- X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that the wearing surface was constructed in 1964 to satisfy our current requirements for gradation, asphalt content, compaction and void content.

A-3-b

Form 2-60—SM—1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation-Core Test Data - Base Course

Project So. Umpqua River-Shady
Highway Pacific
Contractor Hall-Compton — Completed Oct. 1955 — No. 4212
Submitted by Elliott Parker
Source of material North & South Bound Lanes
Sampled or inspected at — To be used Class "B" A/C (Base)
Sampled or inspected by W. H. Beal 1-11-72 — Quantity represented

Laboratory No. 993334
Data Sheet No. 62328
Prefix 610-1994-910
Amount charge
Dept. invoice No.
Date received Jan. 13, 1972
Date reported April 24, 1972

Sample No.	328-A-B		328-B-B		328-C-B	
Station	M.P. 194.9		M.P. 194.8		M.P. 194.1	
Lane	S.B.		N.B.		N.B.	
Test Pavement Thickness	2.0"		2.0"		2.0"	
Overlay Patch Thickness	-		-		-	
Gradation of Core						
Percent ret 1"	0		0		0	
" (3/4"-1/4")	40.1				40.8	
" (1/4"-#10)	24.7				25.6	
" (#10 -#40)	15.2				14.7	
" (#40 -#200)	9.4				7.4	
" (Pass #200)	5.2				5.6	
Asphalt Content, Percent	5.4				5.9	
Reclaimed Asphalt, Pen @ 77°F.			24			
Core, Lane Location	-	-	-	-	-	-
Bulk Sp. Gravity in place	2.38	2.44	2.38	2.38	2.50	2.42
Bulk Sp. Gravity recompacted	2.48	2.52	2.51	2.52	2.54	2.51
Percent Relative Compaction	96.0	96.8	94.8	94.4	98.4	96.4
Percent Voids in place	8.1	4.7	7.0	7.0	2	5.8
Percent Voids Recompacted	3.9	1.6	2.0	1.6		2.3

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Soils & Geology
- X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that the base course asphalt concrete constructed in 1955 is near our current design asphalt content and void content. The pavement is of a 2.0 CBE quality.

A-3-C

Form E-80—5M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 993334
Data Sheet No. 62328
Prefix 610-1[illegible]-910
Amount charge $386.00
Dept. invoice No.
Date received Jan. 13, 1972
Date reported April 24, 1972

Pavement Evaluation-Core Test Data-Wearing Surface

Project So. Umpqua River-Shady
Highway Pacific
Contractor Hall-Compton — Completed Oct. 1955 — No. 4212
Submitted by Elliott Parker
Source of material North & South Bound Lanes
Sampled or inspected at — To be used Class "B" A/C (Top)
Sampled or inspected by W. H. Beal 1-11-72 — Quantity represented

Sample No.	328-A-T	328-B-T	328-C-T
Station	M.P. 194.9	M.P. 194.8	M.P. 194.1
Lane	S.B.	N.B.	N.B.
Test Pavement Thickness	1.5"	1.5"	1.5"
Overlay Patch Thickness	-	-	-
Gradation of Core			
Percent ret 1"	0	0	0
" (3/4"-1/4")	27.6		37.9
" (1/4"-#10)	26.9		25.6
" (#10 -#40)	16.0		16.7
" (#40 -#200)	8.6		8.2
" (Pass #200)	5.4		6.3
Asphalt Content, Percent	5.5		5.3
Reclaimed Asphalt, Pen @ 77°F.		43	

Core, Lane Location	-	-	-	-	-	-
Bulk Sp. Gravity in place	2.50	2.50	2.51	2.50	2.51	2.43
Bulk Sp. Gravity recompacted	2.55	2.55	2.54	2.53	2.55	2.51
Percent Relative Compaction	98.0	98.0	98.8	98.8	98.4	96.8
Percent Voids in place	3.5	3.8	3.1	3.1	3.1	6.2
Percent Voids Recompacted	1.5	1.9	1.9	1.9	1.5	1.9

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
X 0 Requisition Office
0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that the wearing surface mix contains an asphalt content 0.6-0.8% more than design #993333. Since this does not reduce pavement durabili the asphalt concrete is of a 2.0 CBE quality

A-3-d

Form E-83—331—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 72-31736
Data Sheet No. A35498
Prefix 810-1424-910
Amount charge $314.00
Dept. Invoice No.
Date received Dec. 28, 1972
Date reported Jan. 29, 1973

Pavement Evaluation-Core Test Data-Top-Base-Bit. Base

Project Fairgrounds Road - Shady Section
Highway Pacific
Contractor S.A.Hutchins & Assoc. & McNutt & Sons — Completed Nov. 1965 — No. 6312
Submitted by Elliott Parker
Source of material North & South Bound Lanes
Sampled or inspected at — To be used Top-Base, and Bit. Base
Sampled or inspected by Don Petersen — Quantity represented

Sample No.	498-A-Top	498-B-Top	498-C-Base	498-B-Bit. Base
Station	M.P.(new) 121.4	M.P.(New) 122.1	M.P.(New) 122.1	M.P.(New) 122.1
Lane	North Bound	South Bound	South Bound	South Bour
Test pavement, thickness	2.0"	1.9"	1.4"	1.6"
Overlay patch, thickness				
Gradation of Cores:				
Per cent ret. 1"	0	0	0	0
" " (¾" - 1/4")	37.0	40.3	43.3	46.0
" " (¼" - # 10)	28.2	24.2	22.5	23.2
" " (#10 - # 40)	16.8	17.9	18.0	16.6
" " (#40 - #200)	8.6	8.5	8.1	6.4
(Pass #200)	3.8	3.8	3.4	3.0
" Asphalt Content	5.6	5.3	4.7	4.8
Reclaimed asphalt, Pen. @ 77° F	18	16	12	17
Core lane location				

Bulk sp. gr., in place	2.41	2.41	2.37	2.39	2.25	2.26	2.28	2.
Bulk sp. gr., recompacted	2.48	2.49	2.44	2.46	2.36	2.38	2.37	2.
Per cent relative compaction	97.2	96.8	97.1	97.2	95.3	95.0	96.2	95.
Per cent voids, in place	5.1	5.1	6.7	5.9	10.7	11.4	10.2	10.
Per cent voids, recompacted	2.4	2.0	3.9	3.1	6.4	6.7	6.7	6.

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Parker
- X Soils & Geology

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

The above test results and contract #6312 records indicate a 2.0 CBE asphaltic concre and a 1.7 CBE PMBB.

Judson C. Jenkins

A-3-e

OREGON STATE H... AY DIVISION
MATERIALS SECTION

Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Laboratory No. 995251
Data Sheet No. 62333
Prefix 610-1494-910
Amount Charge
Date Received 2/17/72
Date Reported April 21, 1972

Project Winchester - So. Umpqua Mix Type-Class PMBB (3/4-0)
Contractor: Prime Morse Bros Inc Contract No. 6225 Fed. Aid No. I-5-3 (51) 125
Paving Morse Bros. Inc. Completed Dec. 1964
Engineer: Region J. H. VerSteeg Resident
Aggregate: Source 0.6 mi. West of Winchester, Winchester Bar Type Grav. 1
Asphalt: Brand Douglas Grade AC-5 (10)

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6225			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS			
% Comb.	B.T.Ave.					Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	1.9			2.0	2.0				1.9
½	14.6			15.3	15.2				14.4
3/8	11.6			12.2	12.1				11.5
¼	15.4			16.2	16.1				15.3
4	8.6			9.1	9.1				8.6
10	16.4			17.2	17.1				16.2
40	15.7			16.5	16.4				15.6
200	6.0			6.3	6.4				6.1
P200	4.9			5.2	5.6				5.3
~~No fue~~ P/4	5.1								
Asphalt Content Including 0.2 %Retention									5.0

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				2.32
Mix Design % Voids @ 100% Compaction				—

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas AC-5 (10)	4.5	5.5	6.5	7.5	
" Film Thickness	Dry-Soft	Soft	Soft-Thick	Thick	
Stability Value @ 1st Compaction	35	36	34	41	
Cohesion " " " "	280	356	476	414	
Bulk Sp. Gravity @ 1st Compaction	2.24	2.23	2.32	2.34	
Percent Voids " " "	11.1	8.1	4.8	2.5	
Stability Value @ 2nd Compaction	52	47	43	29	
Bulk Sp. Gravity @ 2nd Compaction	2.30	2.34	2.35	2.37	
Percent Voids " " "	8.7	5.6	2.5	0.4	
Real Gravity @ 0% Voids	2.52	2.48	2.44	2.40	

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas AC-5 (10)	4.5	5.5	6.5	7.5
Index of Ret. Str. (%)	78	99	100+	100+

Review of contract #6225 records, the above test results and reports #992-379-80 indicate that the PMBB constructed in 1964 satisfies all current specification and design requirements. The PMBB as constructed is of a 1.8 CBR quality.

FWHA
X Construction
Maintenance
Versteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Parker

Engineer of Materials

A-4

OREGON STATE ... AY DIVISION
MATERIALS SECTION

Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Laboratory No. 995251
Data Sheet No. 62333
Prefix 610-1994-910
Amount Charged $ 326.50
Date Received 2/17/72
Date Reported April 21, 1972

Project Winchester - So. Umpqua Mix Type-Class "B" A/C
Contractor: Prime Morse Bros Inc. Contract No. 6275 Fed. Aid No. I-5-3(51) 125
Paving Morse Bros Inc Completed: Dec. 1964
Engineer: Region J.H. Versteeg Resident
Aggregate: Source 0.6 mi. West of Winchester, Winchester Pit Type Gravel
Asphalt: Brand Douglas Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6275			Comb. Agg. Dry Sieve	Comb. Agg. Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.S. Course
% Comb.	B.t. Que								
1									
¾									
½	13.3			14.1	14.0	13.2	13.1		
3/8				11.3	11.3	10.6	10.6		
¼	21.4			11.3	11.3	10.6	10.6		
4	11.9			12.6	12.6	11.9	11.8		
10	13.2			14.0	13.9	13.1	13.0		
40	16.1			17.1	17.0	16.0	15.8		
200	14.3			15.2	15.0	14.1	14.0		
P200	4.1			4.4	4.9	4.6	4.6		
~~Asphalt~~ A/C	5.7								
Asphalt Content Including 0.3 %Retention						5.9	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.S.
Bulk Sp. Gravity @ 100% Compaction	2.35	2.37		
Mix Design % Voids @ 100% Compaction	4.0	2.1		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Satd.	Satd.	Satd.	Satd-Tack
Stability Value @ 1st Compaction	47	46	46	39	24
Cohesion " " " "	356	380	437	521	622
Bulk Sp. Gravity @ 1st Compaction	2.26	2.28	2.30	2.32	2.33
Percent Voids " " "	3.9	3.2	2.7	2.1	2.7
Stability Value @ 2nd Compaction	66	61	53	47	10
Bulk Sp. Gravity @ 2nd Compaction	2.31	2.33	2.35	2.37	2.37
Percent Voids " " "	2.9	2.3	2.7	2.1	1.2
Real Gravity @ 0% Voids	2.43	2.46	2.44	2.42	2.40

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	35	53	81

Review of contract #6275 records, the above test results and reports #992874-80 indicate that the asphalt concrete constructed in 1964 satisfies all current specification requirements except wet strength retention (Section 703.09-3) and base course asphalt content. Since these deficiencies result in reduced pavement durability the asphalt concrete as constructed is of a 1.5 CSE quality for wearing surface and 1.7 for base course.

FWHA
X Construction
Maintenance
Versteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Parker

J. A. C. Nichols
Engineer of Materials

A-4-a

OREGON STATE H .Y DIVISION
MATERIALS SECTION

Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Laboratory No. 993333
Data Sheet No. 62327
Prefix LO-1994-910
Amount Charge
Date Received 1/13/72
Date Reported April 24, 1972

Project So. Umpqua - Shady Mix Type-Class "B" HC
Contractor: Prime Hall & J.C. Compton Contract No. 4212 Fed. Aid No. BFI-78(21)
Paving J.C. Compton Completed Oct. 1955
Engineer: Region Edwards Resident Asburg - Kersey
Aggregate: Source Stevenson Bar, 1½ mi. Rt. M.P. 202.7 Pacific Type Gravel
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 4212			Comb. Agg. Dry Sieve	Comb. Agg. Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.S. Course
~~% Comb.~~	B.t.a.w.								
1									
¾	0.2								
½	14.2			15.3	15.3	14.6	14.4		
3/8									
¼	28.0			29.9	29.7	28.3	27.9		
4	7.6			8.1	8.1	7.7	7.6		
10	16.6			17.7	17.6	16.8	16.6		
40	15.8			16.9	16.8	16.0	15.8		
200	7.3			7.8	7.7	7.3	7.2		
P200	4.0			4.3	4.9	4.6	4.6		
~~No. Ass~~ A/C	16.3								
Asphalt Content Including			0.1	%Retention		4.7	5.9		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.S.
Bulk Sp. Gravity @ 100% Compaction	2.42	2.45		
Mix Design % Voids @ 100% Compaction	4.1	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	4.5	5.0	5.5	6.0	6.5
" Film Thickness	Suff.	Suff.	Suff.	Suff-Th.	Thick
Stability Value @ 1st Compaction	37	40	44	44	47
Cohesion " " " "	207	339	340	394	533
Bulk Sp. Gravity @ 1st Compaction	2.35	2.37	2.39	2.41	2.42
Percent Voids " " "	7.1	5.6	4.0	2.4	1.2
Stability Value @ 2nd Compaction	50	50	50	43	43
Bulk Sp. Gravity @ 2nd Compaction	2.41	2.43	2.45	2.47	2.45
Percent Voids " " "	4.7	3.2	1.6	0.0	0.0
Real Gravity @ 0% Voids	2.53	2.51	2.49	2.47	2.45

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 85/100	4.5	5.5	6.5
Index of Ret. Str. (%)	63	85	91

FWHA
X Construction
Maintenance
Versteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Parker

Review of contract #4212 records, the above test results and report #993334 indicate that the asphalt concrete constructed in 1955 satisfies our current specifications and design requirements with the exception that the wearing surface asphalt content is slightly high. Since the asphalt content is not excessive, this asphalt concrete as constructed is of a 2.0 PSE quality.

[signature]
Engineer of Materials

A-4-6

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. T 31124
Data Sheet No. 62333
Prefix 610-1094-910
Amount Charge 52
Date Received
Date Reported Dec. 20, 1972

Pavement Evaluation—
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study
Project Deady - S.Umpqua R. Mix Type-Class B - Asphaltic Concrete
Contractor: Prime E.C. Hall - J.C. Compton Contract No. 4157 Fed. Aid No. IFI-199(17)+72(21)
Paving Cometco
Engineer: Region Eastern Resident Asbury - Kressig
Aggregate: Source Nilo-Rice 0.75 mi West MP 193 Winchester Type Gravel
Asphalt: Brand Phillips-Standard; Douglas-Douglas-Chevron Grade RS-100
MIX DESIGN PROPORTIONS: Copy of report #5251 for I.D.N.L. Contract #6275

Agg. Size	Contract No. 6275			Comb. Agg. Dry Sieve	Comb. Agg. Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	F.M.S.B. Course
% Comb.	B.t.Agg.								
1									
¾									
½	13.3			14.1	14.5	13.2	13.1		
3/8				11.3	11.3	10.6	10.6		
¼	21.4			11.3	11.3	10.6	10.6		
4	11.9			12.6	12.6	11.9	11.8		
10	13.2			14.0	13.9	13.1	13.0		
40	16.1			17.1	17.0	16.0	15.8		
200	14.3			15.2	15.0	14.1	14.0		
P200	4.1			4.4	4.9	4.6	4.6		
Asphalt	5.7								
Asphalt Content Including 0.3 % Retention						*5.9	*6.5		

* Recommended asphalt content subject to ASHTO T165 test requirements, sect 703.05

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	F.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.35	2.37		
Mix Design % Voids @ 100% Compaction	4.0	2.1		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas RS-1(D)	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Soak	Soak	Soak	Soak-Tank
Stability Value @ 1st Compaction	47	46	46	37	24
Cohesion " " " "	356	340	457	521	622
Bulk Sp. Gravity @ 1st Compaction	2.26	2.29	2.30	2.32	2.33
Percent Voids " "	3.9	3.5	3.7	4.1	2.7
Stability Value @ 2nd Compaction	66	61	58	47	19
Bulk Sp. Gravity @ 2nd Compaction	2.31	2.33	2.35	2.37	2.37
Percent Voids " " "	6.9	5.3	3.7	2.1	1.2
Real Gravity @ 0% Voids	2.43	2.43	2.44	2.42	2.40

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas RS(1D)	5.0	6.0	7.0
Index of Ret. Str. (%)	35	58	91

Review of contract #4157 records, test report #72-3125 and the above test results indicate that asphalt concrete constructed in 1954-5 does not satisfy requirements for wet strength retention (Section 703.03(a-4)) and asphalt content. Strength retention at the average top and base course asphalt contents of 5.5, 5.7% are 43% and 50%. Since these deficiencies result in reduced pavement durability, the as constructed asphalt concrete is of a 1.7 crushed base equivalent quality.

FWHA
X Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Versteeg
X Parker

Engineer of Materials

A-4-c

OREGON STATE HI _AY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate overlay Need Study

_oratory No. T3 2012
Data Sheet No. 62327
Prefix 610-1994-910
Amount Charge 140—
Date Received April 24, 1972
Date Reported Jan. 29, 1973

Project Fairgrounds Rd - Shady Mix Type-Class "B" A/C
Contractor: Prime Hutchins & McNutt Contract No. 6312 Fed. Aid No. I-5-3(54)12
Paving Morse Bros. Completed Nov. 1965
Engineer: Region Chandler Resident Limpocher
Aggregate: Source Stevenson Bar, So. Umpqua River Type Gravel
Asphalt: Brand Douglas Grade 85/100

MIX-DESIGN PROPORTIONS:

Agg. Size	Contract No. 6312			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.S. Course
~~% Comb.~~	Bit. Aver.								
1									
¾	0.4			0.4	0.4	0.4	0.4		
½	14.3			15.1	15.0	14.1	14.1		
3/8				14.7	14.7	13.9	13.7		
¼	27.9			14.7	14.7	13.9	13.7		
4	9.5			10.0	10.0	9.4	9.4		
10	16.4			17.3	17.2	16.2	16.1		
40	15.6			16.4	16.4	15.4	15.3		
200	7.3			7.7	7.8	7.3	7.3		
P200	3.5			3.7	3.8	3.6	3.6		
~~Norbe~~ A/C	5.1								
Asphalt Content Including 0.1 %Retention						5.8	6.4		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.S.
Bulk Sp. Gravity @ 100% Compaction	2.35	2.32		
Mix Design % Voids @ 100% Compaction	4.0	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed @Compaction 278°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry-Stiff	Stiff	Stiff-Th	Thick	Very Thick
Stability Value @ 1st Compaction	38	41	41	42	45
Cohesion " " " "	361	396	426	497	490
Bulk Sp. Gravity @ 1st Compaction	2.27	2.29	2.31	2.33	2.35
Percent Voids " " "	8.5	6.9	5.3	3.7	2.1
Stability Value @ 2nd Compaction	62	56	54	53	40
Bulk Sp. Gravity @ 2nd Compaction	2.32	2.34	2.36	2.38	2.39
Percent Voids " " "	6.5	4.9	3.3	1.7	0.4
Real Gravity @ 0% Voids	2.48	2.46	2.44	2.42	2.40

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Douglas 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	45	71	85

FWHA
X Construction
Maintenance
Versteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Parker

Records for contract 6312 and test reports # 72-31736, 73-2196 have been reviewed and it is found that the asphaltic concrete constructed in 1965 is of a 2.0 CBE quality. Gradation, asphalt content and void content are within expected tolerances.

Engineer of Materials

4-4-d

OREGON STATE HI WAY DIVISION
MATERIALS SECTION

Laboratory No. 13 2013
Data Sheet No. 62327
Prefix 610-1994-910
Amount Charge 140—
Date Received April 24, 1972
Date Reported Jan. 29, 1973

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Project Fairgrounds Rd—Shady Mix Type-Class PMBB (3/4-0)
Contractor: Prime Hutchins & McNutt Contract No. 6312 Fed. Aid No. I-5-3(54)121
Paving Morse Bros Completed Nov. 1965
Engineer: Region Chandler Resident Limbocker
Aggregate: Source Stevenson Bar, So. Umpqua River Type Gravel
Asphalt: Brand Douglas Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6312			Comb. Agg. Dry Sieve	Comb. Agg. Dry Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
~~% Comb.~~	B.T. Ave.								
1									
¾									
½	14.8			15.5	15.5				14.4
3/8				10.4	10.4				9.7
¼	19.8			10.4	10.4				9.7
4	16.0			16.8	16.7				15.5
10	7.8			8.2	8.2				7.6
40	15.1			15.9	15.9				14.8
200	19.3			20.3	20.0				18.6
P200	2.1			2.5	2.9				2.7
~~No. Dust~~	A/C 4.8								
Asphalt Content Including 0.3 % Retention									7.0

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				
Mix Design % Voids @ 100% Compaction				2.34

MIX DESIGN TEST DATA: Temperature of Mixture when mixed @ Compaction 277°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 85/100	5.0	6.0	7.0	8.0	
" Film Thickness	Dry-Suff.	Suff.	Suff.-Th.	Thick	
Stability Value @ 1st Compaction	57	51	49	19	
Cohesion " " " "	477	478	533	450	
Bulk Sp. Gravity @ 1st Compaction	2.23	2.27	2.29	2.31	
Percent Voids " " "	10.8	7.7	5.4	2.9	
Stability Value @ 2nd Compaction	66	63	54	35	
Bulk Sp. Gravity @ 2nd Compaction	2.29	2.32	2.34	2.34	
Percent Voids " " "	8.4	5.7	3.3	0.5	
Real Gravity @ 0% Voids	2.50	2.46	2.42	2.38	

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Douglas 85/100	5.0	6.0	7.0	8.0
Index of Ret. Str. (%)	21	30	41	62

FWHA
X Construction
Maintenance
Versteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Parker

Review of contract #6312 records with report #72-31726 the above indicates an asphalt content deficiency. The PMBB mix design for the contract project and the above test results indicate insufficient Index of Retained Strength. Based on the resulting low durability this PMBB as constructed is of a 1.7 CBE quality.

John C. Lindgren
Engineer of Materials

1-4-c

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1972

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Winchester-S. Umpqua River Sec.
I-5 (Overlay of N. Bound AC and
Stone Base, PMBB and AC on S.
Bound)

Attached are test reports #992879-80 and #995251 which contain crushed base equivalent values (CBE) for stone base, plant mix bituminous base and asphalt concrete as constructed in 1963-4 on subject project. Review of our files for Contract #6275 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE crushed aggregate base, 1.8 CBE plant mix bituminous base and a 1.7 and 1.8 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By
JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

A-5

FORM E-90-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1972

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
S. Umpqua River-Shady Sect. I-5,
(Fairgrounds Rd.-Shady Portion
overlayed in 1963 on Cont. #6312.)

Attached are test reports #993333-4 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1954-5 on subject project. Review of our files for Contract #4212 and test results for the recently sampled pavement and pit run aggregate indicate a 0.9 CBE crushed aggregate base and a 2.0 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. W.

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

A-5-a

FORM S-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1972

To: Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study;
Winchester-South Umpqua River
Section.
Base Course on Existing I-5
North Bound Lanes.

Attached is test report #72-30973 which contains crushed base equivalent values (CBE) for stone base as constructed in 1954 on subject project. Review of our files for Contract #4058 and test results for the recently sampled pit run aggregate indicate a 0.5 CBE bottom course base (3"-0) and 1.0 CBE top course base (3/4"-0).

JOHN C. JENKINS
Engineer of Materials & Research

By
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

A-5-6

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1972

To: Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Deady-S. Umpqua River Section; Existing I-5 North Bound Asphalt Concrete, overlayed on Contract #6275; N.B. Base from Deady-Winchester with Winchester-S. Umpqua on Contract #4058.

Attached are test reports #72-3112A-5 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1954-5 on subject project. Review of our files for Contract #4157 and test results for the recently sampled pit run aggregate indicate a 1.7 CBE asphalt concrete, 0.5 CBE bottom course base (3"-0) and 1.0 CBE top course base (3/4"-0).

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

A-5-C

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1973

To: Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Fairgrounds Rd.-Shady Sec.,
I-5, Contract #6312
Overlay of N.B. & S.B. on South
End of Contract #4212 and
Aggregate Base, PMBB and AC
adjacent to structure on South
End.

Attached are test reports #72-31736, #73-2012-3 and #73-2196 which contain crushed base equivalent values (CBE) for stone base, plant mixed bituminous base and asphalt concrete as constructed in 1964-5 on subject project. Review of our files for Contract #6312 and test results for the recently sampled pavement and pit run aggregate indicate a 1.0 CBE crushed aggregate base, a 1.7 CBE plant mixed bituminous base and a 2.0 CBE asphaltic concrete.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:cb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg ✓

A-5-d

TRAFFIC ANALYSIS

SECTION: Winchester-South Umpqua River

HIGHWAY: Pacific

COUNTY: Douglas

6900 Present ADT (1963)

13.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	2.60	416	288	450	129,600
3	130	2.60	338	234	1000	234,000
4	45	2.60	117	81	1250	101,250
5	590	2.60	1534	1062	3180	3,377,160
6	5	2.60	13	9	2570	23,130
				1674	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,865,140

TWENTY YEAR EWL 77,302,800

TRAFFIC COEFFICIENT 11.3

TRAFFIC ANALYSIS

SECTION: Winchester-South Umpqua River

HIGHWAY: Pacific

COUNTY: Douglas

6900 Present ADT (1963)

13.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	2.60	416	288	450	129,600
3	130	2.60	338	234	1000	234,000
4	45	2.60	117	81	1250	101,250
5	590	2.60	1534	1062	3180	3,377,160
6	5	2.60	13	9	2570	23,130
				1674	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,865,140

ELEVEN
~~TWENTY~~ YEAR EWL 42,516,540

TRAFFIC COEFFICIENT 10.5

A-6-a

TRAFFIC ANALYSIS

SECTION: S. Umpqua River-Fairgrounds Inter.

HIGHWAY: Pacific

COUNTY: Douglas

6000 Present ADT (1955)

13.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	170	2.45	417	294	450	132,300
3	140	2.45	343	242	1000	242,000
4	25	2.45	61	43	1250	53,750
5	450	2.45	1103	777	3180	2,470,860
6	5	2.45	12	9	2570	23,130
				1365	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,922,040

TWENTY YEAR EWL 58,440,800

TRAFFIC COEFFICIENT 10.9

A-6-b

TRAFFIC ANALYSIS

SECTION: S. Umpqua River-Shady

HIGHWAY: Pacific

COUNTY: Douglas

6300 Present ADT (19 63)

15.2 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	200	2.5	500	350	450	157,500
3	160	2.5	400	280	1000	280,000
4	40	2.5	100	70	1250	87,500
5	555	2.5	1388	972	3180	3,090,960
6	5	2.5	13	9	2570	23,130
				1681	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,639,090

TWENTY YEAR EWL 72,781,800

TRAFFIC COEFFICIENT 11.2

A-6-c

Page _____

TRAFFIC ANALYSIS

SECTION: S. Umpqua River-Shady

HIGHWAY: Pacific

COUNTY: Douglas

6300 Present ADT (1963)

15.2 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	200	2.5	500	350	450	157,500
3	160	2.5	400	280	1000	280,000
4	40	2.5	100	70	1250	87,500
5	555	2.5	1388	972	3180	3,090,960
6	5	2.5	13	9	2570	23,130
				1681	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,639,090

Eleven
~~TWENTY~~ YEAR EWL 40,029,990

TRAFFIC COEFFICIENT 10.4

A-6-d

TRAFFIC ANALYSIS

SECTION: Garden Valley Interchange-Fairgrounds Road Int.

HIGHWAY: Pacific

COUNTY: Douglas

17,800 Present ADT (19 73)

10.1 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	635	1.7	1080	858	450	386,100
3	260	1.7	442	351	1000	351,000
4	60	1.7	102	81	1250	101,250
5	835	1.7	1420	1128	3180	3,587,040
6	15	1.7	26	21	2570	53,970
				2439	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 4,479,360

TWENTY YEAR EWL 89,587,200

TRAFFIC COEFFICIENT 11.5

TRAFFIC ANALYSIS

SECTION: S. Umpqua River - Fairgrounds Road

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6000 Present ADT (1955)

13.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	170	2.45	417	294	450	132,300
3	140	2.45	343	242	1000	242,000
4	25	2.45	61	43	1250	53,750
5	450	2.45	1103	777	3180	2,470,860
6	5	2.45	12	9	2570	23,130
				1365	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,922,040

THREE
[illegible]YEAR EWL 8,766,120

TRAFFIC COEFFICIENT 8.7

A-6-f

Winchester-Garden Valley Inter.
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
		0.018
N.B. 192.5	0.025	
	0.022	0.014
	0.016	
	0.017	0.019
	0.015	
	0.022	0.014
	0.018	
	0.026	0.027
	0.024	
	0.015	0.013
		0.016
S.B. 192.0	0.014	
	0.013	0.020
	0.017	
	0.015	0.016
	0.015	
	0.015	0.017
	0.015	
	0.016	0.020
	0.022	
	0.020	0.015
		0.020
N.B. 192.0	0.024	
	0.022	0.017
	0.028	
	0.021	0.017
	0.022	
	0.021	0.012
	0.015	
	0.030	0.016
	0.016	

Continued:

Mile Point			O.W.T.	I.W.T.
N.B.	192.0	Continued	0.017	
				0.015
S.B.	190.3			0.011
			0.013	
			0.012	
				0.011
			0.013	
			0.012	
				0.012
			0.012	
			0.012	
				0.013
			0.012	
			0.011	
				0.011
			0.012	
			0.014	
				0.016

S. UMPQUA RIVER - SHADY

Pacific Highway (FAR 3)

Douglas County

Mile Point	O.W.T.	I.W.T.
195.10	0.028	
	0.024	
	0.028	
	0.020	
	0.020	
	0.020	
		0.024
		0.028
		0.020
		0.016
		0.016
194.85	0.018	
	0.010	
	0.013	
	0.014	
	0.014	
		0.009
		0.010
		0.010
		0.010
		0.012

SOUTH UMPQUA RIVER - SHADY
Pacific Highway (FAR 3)
Douglas County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
2623+00																	
NB Lt. 4'	5	0 - 6½"	AC														
		Base											19.7				
		- 13"	3"	75.7	41.5	28.2	13.9	8.1	26	3	28	——	1.7	83	9.4	A-1-a	Si.Sa.Gr.
		Select Subgrade															
		- 22"	4"	61.4	42.9	34.7	25.0	16.6	31	10	——	——	——	35	9.1	A-2-4	Sa.Gr
2602+67																	
SB Rt. 8'	2	0 - 4½"	AC														
		Base											21.65				
		- 10½"	+2"	76.9	47.7	36.7	16.0	8.4	24	0	40.9	NSM	1.4	74	3.7	A-1-a	Si.Sa.Gr.
		Select Subgrade		Compared to:													
		- 22"	+10"	99.0	95.8	91.8	80.0	60.3	38	11	——	——	——	5	——	A-6(5)	Cl.Sa.
2589+61																	
NB Lt. 9'	1	0 - 4"	AC														
		Base											21.01				
		- 11"	+2"	64.2	37.7	30.4	14.4	4.8	18	0	33.8	19.4	1.2	80	5.1	A-1-a	Sa.Gr.
		Select Subgrade															
		- 36"	+10"	99.0	95.8	91.8	80.0	60.3	38	11	35.2	——	——	5	5.8	A-6(5)	Cl..
2577+20																	
SB Rt. 9'	4	0 - 4"	AC														
		Base		Compared to:									16.7				
		- 12"	3"	57.5	36.1	29.8	8.3	3.0	16	0	66	16.5	1.2	80	——	A-1-a	Si.Sa.Gr.
		Select Subgrade															
		- 22"	4"	64.0	39.9	29.1	18.3	10.7	30	4	——	——	——	83	——	A-1-a	Si.Sa.Gr.

A-8

SOUTH UMPQUA RIVER - SHADY

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATI(AASHO	Texture
2551+50																	
NB Lt. 4'	6	0 - 3½"	AC														
		Base		Compared to:									16.7				
		- 11"	3"	57.5	36.1	29.8	8.3	3.0	16	0	66	16.5	1.2	80	——	A-1-a	Si.Sa.Gr.
		Select Subgrade															
		- 24"	3"	85.2	60.9	50.0	34.2	19.0	36	10	NSM	——	——	18	18.8	A-2-4	Si.S r.
2538+70																	
SB Lt. 8'	3	0 - 4"	AC														
		Base											16.7				
		- 14"	3"	57.5	36.1	29.8	8.3	3.0	16	0	66	16.5	1.2	80	2.8	A-1-a	Si.Sa.Gr.
		Select Subgrade															
		- 33"	18"+	Rock from Nebo cut with sand fines. (No samples)													

A-6-a

TRAFFIC ANALYSIS
1954 - 1974
TWENTY YEAR DESIGN PERIOD

SECTION: S. Umpqua R. - Fairgrounds Rd.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6000 Present ADT (19 54)

13.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	170	2.45	417	294	38.25	11,245.50
3	140	2.45	343	242	81.76	19,785.92
4	25	2.45	61	43	105.30	4,527.90
5	450	2.45	1103	777	257.76	200,279.52
6	5	2.45	12	9	213.96	1,925.64

1365 TOTAL

18 kip s.a./day	651.410
TOTAL AVERAGE ANNUAL 18 kip s.a.	237,764.48
TWENTY YEAR 18 kip s.a.	4,755,290
RATIO	12.290
TWENTY YEAR EWL	58,440,800

TRAFFIC ANALYSIS

1955 - 1962

OPENING YEAR TO YEAR PAVEMENT REACHED Pt = 2.5

SECTION: S. Umpqua R. - Fairgrounds Rd.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6000 Present ADT (19 54)

13.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1955	EXPANSION FACTOR	TOTAL TADT 1962	MEAN TADT 1955-1962	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	182		269	226	38.25	8,644.50
3	150		221	186	81.76	15,207.36
4	27		40	34	105.30	3,580.20
5	482		711	597	257.76	153,882.72
6	5		6	6	213.96	1,283.76
					TOTAL	

18 kip s.a./day 500.270

(1955-1962) TOTAL AVERAGE ANNUAL 18 kip s.a. 182,598.54

Total (1955-1962) SEVEN TWENTY YEAR 18 kip s.a. 1,278,190

RATIO

A-9-a

TRAFFIC ANALYSIS
1955 - 1974
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: S. Umpqua R. - Fairgrounds Rd.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6000 Present ADT (19 54)

13.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1955	EXPANSION FACTOR	TOTAL TADT 1974	MEAN TADT 1955-1974	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	182		417	300	38.25	11,475.00
3	150		343	247	81.76	20,194.72
4	27		61	44	105.30	4,633.20
5	482		1103	793	257.76	204,403.68
6	5		12	9	213.96	1,925.64
					TOTAL	

18 kip s.a./day

664.746

(1955-1974) TOTAL AVERAGE ANNUAL 18 kip s.a. 242,632.24

Total (1955-1974) NINETEEN YEAR 18 kip s.a. 4,610,013

RATIO

A-9-b

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon

January 11, 1974

FROM: Alfred W. Bates,
Resident Engineer

TO: Lyle Watson,
Design Supervisor

SUBJECT: Garden Valley-Fairgrounds Section
Pacific Highway
Douglas County
Waste Material

Herewith Baughman Surveying Service's report to Mercy Hospital regarding permits and plan for land leveling using material from the Garden Valley Interchange-Fairgrounds Interchange project.

cc: Alfred Shirley, Jr.
Attn: J.X. Wilson

1 Versteeg W
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout T

RECEIVED
JAN 14
ROAD DESIGN SECTION

Response Reply
Approval
Review Keep
Disposition
Return To
Signature
Other

SURVEYING - PLANNING - SALES

TWO MILES EAST ON NORTH UMPQUA HIGHWAY · PHONE 672-8871

POST OFFICE BOX 222 · ROSEBURG, OREGON 97470

January 15, 1973

Mercy Hospital Land Fill

Mr. Bd Murphy, attorney

Please find enclosed a report dealing with your subject project together with a fill permit application, cross sections of the river, applicable specifications for the fill construction, and aerial photo.

The application should be signed and the corporation name filled in. The flow study was carried on by Marquess & Marquess, and the field work was carried on by our firm.

Thank you,

Glenn S. Baughman

Marquess & Marquess --- CONSULTING ENGINEERS

PHONE 772-7115

GOLDY BUILDING
MEDFORD, OREGON 97501

January 12, 1973

Division of State Lands
502 Winter Street N. E.
Salem, Oregon 97310

Re: Proposed Land Fill at South Umpqua River

Gentlemen:

The Mercy Hospital in Roseburg, Oregon, through Baughman Surveying Service from the same City has asked that we study the possibility of placing fill in the flood plain of the South Umpqua River. The following report may be used as an attachment to the application for this purpose.

Project Site:

The hospital owns land located on the northwesterly side of the South Umpqua River and adjacent to the Washington Street Bridge. The ownership extends into the river and includes low-lying area that has underbrush and mature trees growing adjacent to the river. The attached aerial map indicates the project site.

Project Scope:

The scope of the project is to make land available to Oregon State Highway Department as a waste area to be used during a curve widening project along Interstate Highway 5. The specific curve widening project consists of solid rock, therefore, the material placed will be of that nature.

The extent of the project may be seen on the attached aerial map with the lower toe of the proposed fill to be at or above the 430 contour. This will provide that a portion of the existing vegetation along the river bank remain undisturbed.

The face of the fill will be compacted along with the mass of the fill and be constructed of rock removed from the highway project. The nature of the material will provide for the necessary bank protection.

Project Specifications:

The entire project will be under the direction of Oregon State Highway Department. Attached please find a copy of a portion of their standard specification pertaining to this type of work. Additional comments may be obtained from that agency.

River Characteristics:

Contact with the Douglas County Water Master indicates that the flow in the South Umpqua River at Winston was (1) 90,000 cfs in 1955; (2) 104,000 cfs in 1964; (3) 36,000 cfs as a typical annual high water (extracted from depth information).

The width of the river varies as shown on the attached map. It is reported that annually deposits of gravel are removed from the river near the bridge and upstream of the forks.

The left fork is a high water channel with the normal flow contained in the older right fork.

The closeness of Interstate 5 is shown near Section 1 and has contributed to the cross-sectional area of the river.

Two highway bridges have been constructed immediately upstream from the project and the northerly abutments act as deflectors with respect to the actual project site.

Effect of Project on River Flow:

The area used by the proposed project is limited to "dead water storage" due to the amount and size of existing vegetation. The effects of the proposed project on the high water flow has been estimated from the change in cross-sectional area. Please refer to the attached aerial map for section numbers.

Section 1 (approximately 1700' upstream of project) is located at a narrow portion of the river. A cross-section of the river is shown as Figure 1 of this report and contains 6,000 square feet at a normal annual high water and 13,600 square feet at a 100 year flood level. These figures used with the 36,000 cfs and the 104,000 cfs represent velocities of 6.0 fps and 7.6 fps at Section 1.

Section 2 (600' upstream of project) contains 7,700 square feet at a normal annual high water and 16,800 square feet at the 100 year flood level. These figures represent velocities of 4.7 fps and 6.2 fps.

Section 3 (at the project site) contains 12,500 square feet at normal annual high water and 23,000 square feet at a 100 year flood level. These figures represent 2.9 fps and 4.5 fps as the respective velocities.

The project removes 1500 square feet from the area at the project site at the 100 year level and 150 square feet at the normal annual level. This adjusts the velocities to 2.9 fps and 4.8 fps.

It appears from these velocities that the effects of the proposed project will not affect the flow characteristics of the river nor will it affect the normal deposit of the gravel carried with the stream.

Summary:

The proposed project of placing 40,000 cubic yards of rock excavation as embankment on the Mercy Hospital site will provide a close waste area for a needed improvement for Interstate 5 and provide needed parking area for the hospital. The project will not affect the overall carrying capacity of the South Umpqua River nor cause the river to be directed in any manner contrary to the existing flow.

The velocity of the river at the project site will be increased over the existing velocity, however, this increase is small and the adjusted velocity remains less than the upstream velocity.

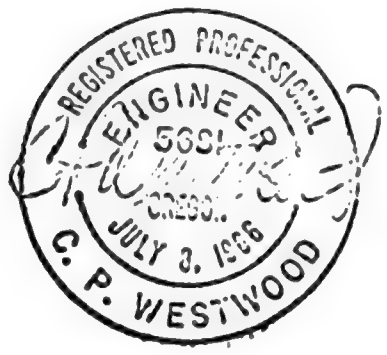
Respectfully submitted,

MARQUESS & MARQUESS

C. P. Westwood

C. P. Westwood, P. E.

CPW:bm
Encl.
cc: Baughman Surveying Service



MATERIAL REMOVAL - FILL PERMIT APPLICATION

Permit No.: _____

Please return comments by: _____

Name of Applicant _____
(Corporation name or Individual) (Please print)

_____
(Address) (Zip) (Telephone No.)

✓ _____
(Signature of applicant) (Title)

Name of Contractor Unknown Contractor -- Contract to be administered by OSHD.

_____
(Address) (Zip) (Telephone No.)

Description of Operation. Strike inappropriate words, phrases, etc.

a) Materials to be Removed and/or Placed in Fill Fill to be placed from rock cut on Interstate 5.

b) Estimated Quantity (Removal) _____ (Fill) 40,000± cubic yards

c) Method of Removal and/or Fill Compacted fill in compliance with section 203 Standard Specifications for Highway Construction(see attachments).

d) Placement of Material after Removal _____

e) Purpose and Proposed Use of Removal and/or Fill Site to be used as waste area for OSHD, Mercy Hospital will use area for additional parking.

f) Source of Fill Material (if applicable) Mt. Hebo Section Interstate 5

g) Proposed Period of Activity. Removal _____

Fill 1973 construction season

h) Precautions to Prevent Damage to Waterway see report attached.

Location.

a) Name of Stream as Listed on Map South Umpqua River

b) Tributary of _____

c) Located in County of Douglas Section 24 Twp. 27 R. 6

d) Map (Attach County Assessor's Plat or Equivalent Showing Location of Proposed Removal and/or Fill Operation)

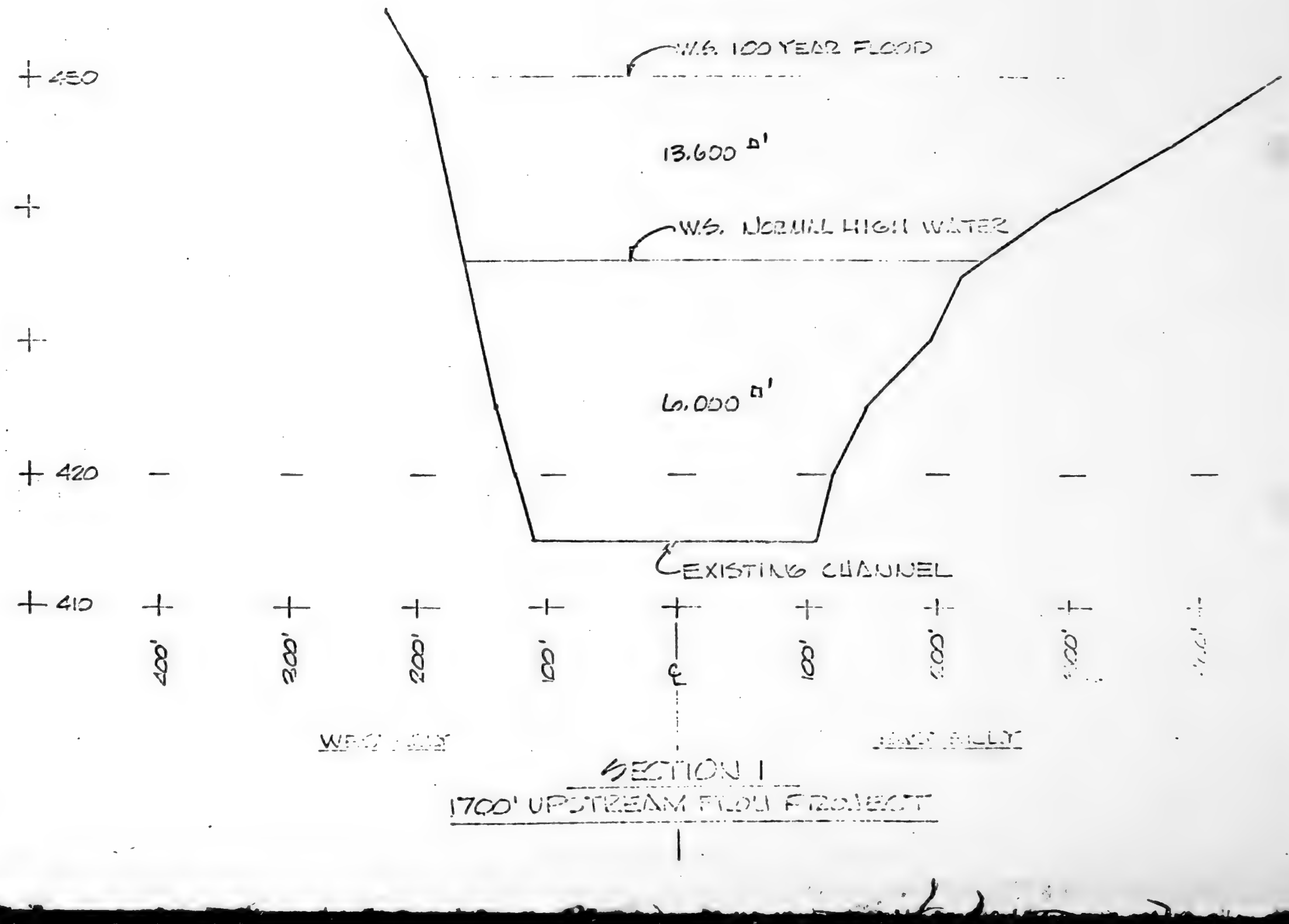
INSTRUCTIONS: Please submit in duplicate, and attach the $50 fee with your application. This is an application fee required by law [ORS 541.620(3)] and is not refundable. For additional information, phone 378-3805.

Mail To:

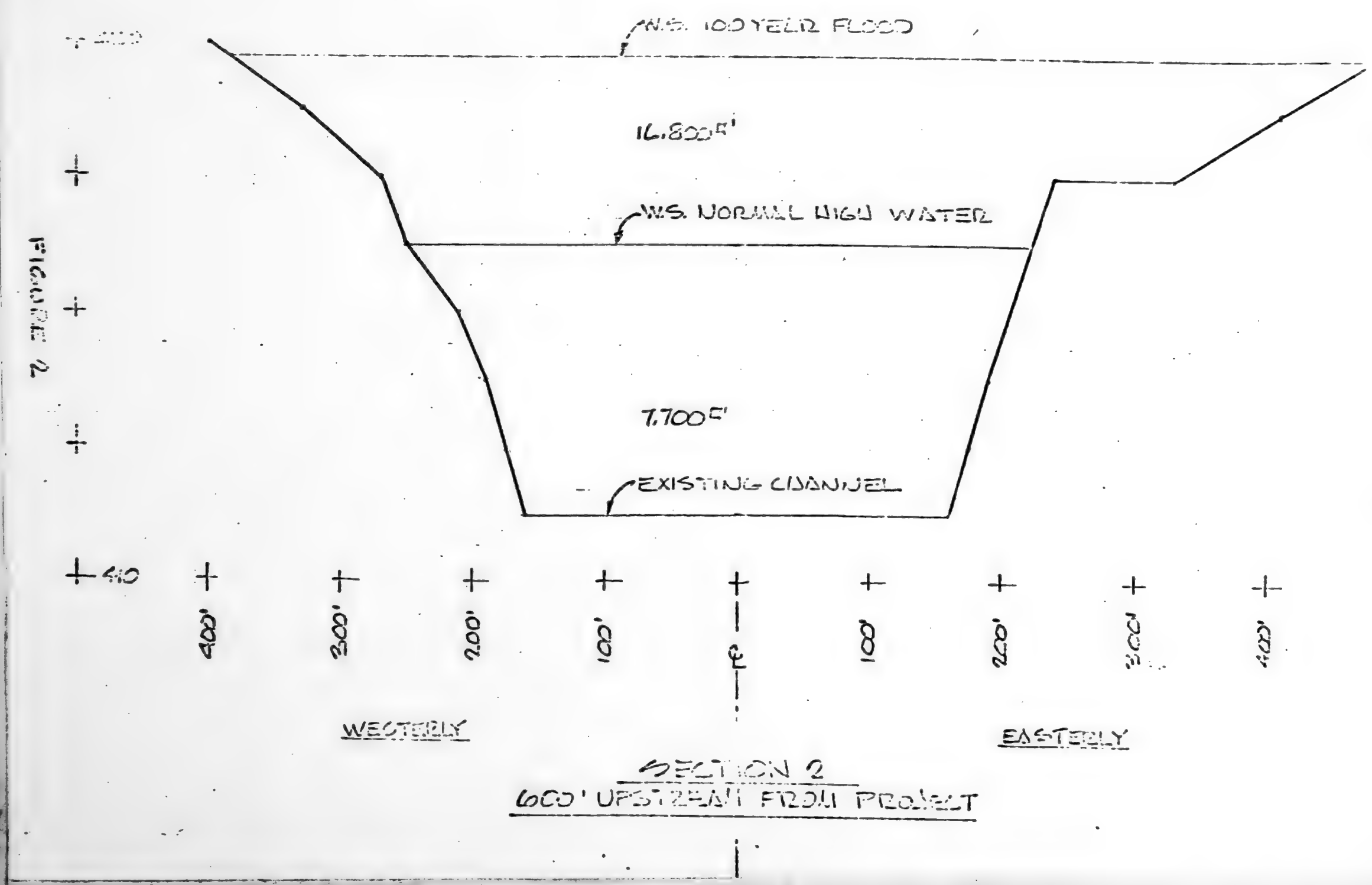
DIVISION OF STATE LANDS
502 Winter Street NE.
Salem, Oregon 97310

1,242,000
450
400

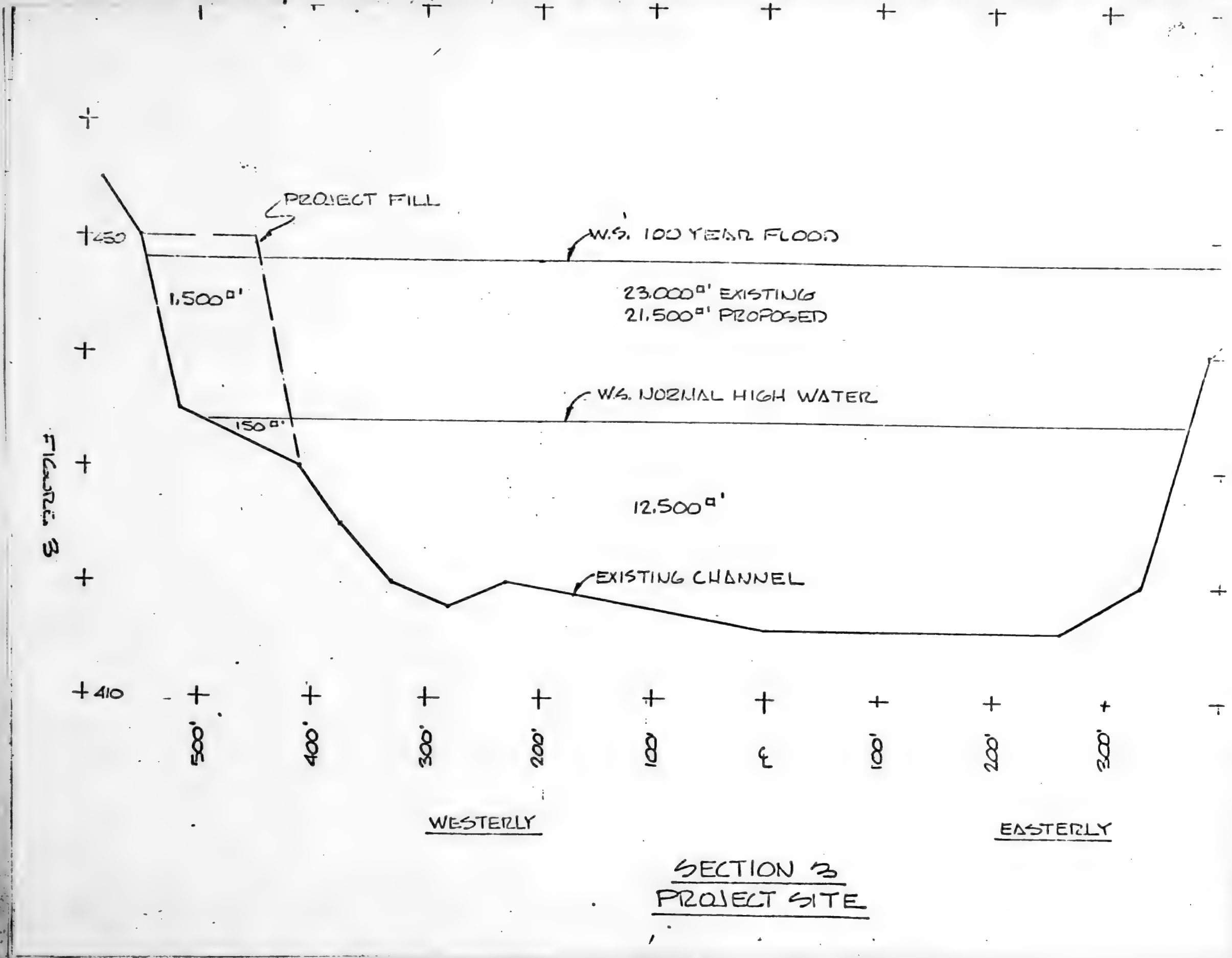
FIGURE 1



SECTION 1
1700' UPSTREAM FLOW PROJECT



SECTION 2
600' UPSTREAM FROM PROJECT



SECTION 3
PROJECT SITE

embankments exposed to erosion by stream flow or to other severe erosive action shall be constructed of rock fragments, coarse gravel or other desirable material, whenever such are available in the excavations. Also, if so directed by the engineer, similar material shall be placed as a protective layer on the outside of the regular embankment slopes, as embankment widening. Placing shall closely follow construction of the embankment when so directed by the engineer. The materials shall be of sizes generally larger than those used in normal embankment construction, but shall be of gradations to provide a reasonably well-filled and dense mass. Within regular embankment limits, the materials shall be placed and compacted the same as is specified for highway embankments. Materials placed as a protective layer outside the slopes of the regular embankments need not be compacted, but shall present a reasonably smooth surface, resistant to slippage and washout.

(d) Selected subgrade material—Where talus material, finely broken rock, gravel or other material of granular or favorable characteristics classed and selected by the engineer as suitable for use as "selected subgrade material" is available from excavations required to be made under the contract from sources not optional with the contractor, such selected material shall be preserved and used in the work as hereinafter set forth. The term "selected subgrade material" shall be understood to refer to those selected and preserved materials which are placed as a layer or course immediately below subgrade on embankments and in cuts.

The selected subgrade material shall be taken from locations indicated on the plans or from locations designated by the engineer and shall be placed at the locations and to the thicknesses directed by the engineer. The placing of the materials in final position shall not be done until the areas on which the materials are to be placed have been brought to the elevation and cross section set by the engineer and are thoroughly compacted.

Where the designated source of selected subgrade material is a rock cut, the excavating of the material shall be performed in such manner as to provide material of varying sizes which will provide a well-filled and dense course of material. Where materials in a source are of varying characteristics or sizes, the contractor shall perform such sorting and selecting therefrom as the engineer may direct.

The selected subgrade material shall be a course of material placed in one or more layers to the total thickness called for by the plans or as otherwise directed by the engineer. The number and thickness of layers in which the course is constructed will be determined to some extent by the size, nature and

compactibility of the selected materials, and shall be as directed by the engineer, with a maximum loose layer thickness of eight inches. Each layer shall be separately compacted the same as is elsewhere specified for embankment construction.

(e) Topsoil material—Topsoil under these provisions is earth material of a fertile and friable nature relatively free of weeds, clods, sticks, roots, stones and other matter not desirable in a seed or planting bed. If suitable topsoil materials are encountered within areas which are to be excavated or which underlie embankment areas, such material shall, when so indicated by the plans or when so directed by the engineer, either (1) be stockpiled or windrowed at locations selected by the engineer, or (2) be placed on prepared areas. Topsoil material placed on prepared areas shall be placed to uniform lines, cross sections and thicknesses as designated by the engineer and shall be left in an uncompacted condition. Topsoil placed in stockpile or windrows shall be placed to neat lines and shapes and to reasonably uniform cross section.

Topsoil to be placed on prepared areas may be handled through temporary stockpiles, if the contractor so elects, with the understanding that no payment will be made for any extra costs involved in such procedure except when the bid schedule contains a covering special pay item in the form of pay item (f) in subsection 203.91.

(f) Backfill material—Materials used in backfilling prior excavations in the vicinity of curbs, walks, driveways, inlets, manholes, et cetera shall be earth, fine gravel, fine rock or combinations thereof free from sticks, vegetative matter, lumps and stones having dimensions greater than 1 inch. The material shall be of proper moisture content to compact readily to required density.

(g) Rock inlay—Material placed as an inlay on excavation slopes shall be angular rock selected as to size and gradation, manipulated and placed to provide a dense and well-filled mass. The inlay shall be placed in reasonably close conformity to the lines, slopes and cross sections indicated on the plans or as otherwise established by the engineer. Generally, rock inlay shall be placed within a short time after the excavation therefor has been made and at such time as the engineer may determine to be desirable or necessary.

203.39 Embankment Construction · Embankments and fillings of all kinds shall, except as otherwise hereinafter set forth, be placed in approximately horizontal layers of thicknesses not exceeding 8 inches and each layer shall be separately and thoroughly compacted.

In the immediate vicinities of curbs, walks, driveways, inlets,

manholes and other items, in holes, and elsewhere where embankment and filling materials cannot be or are not reached by the heavy compacting equipment, the materials shall be compacted by pneumatic-operated, machine-operated or mechanical tampers.

Where embankments are constructed predominantly of rock fragments, the thickness of the layers shall be as the engineer may direct but not greater than 3 feet. However, the placing of individual rock fragments having dimensions greater than 3 feet will be permitted provided (a) that they have no dimensions greater than 6 feet, (b) that clearances between adjacent fragments provide adequate space for the placing and compacting of material in horizontal layers as specified, and (c) that no part of them comes within 4 feet of subgrade.

Where rock material is being used in embankment construction, the rock shall be distributed and manipulated in such manner that the interstices between the larger pieces are filled with smaller pieces, forming a dense and compact mass.

In all cases, proper precautions shall be taken to insure that embankment construction and filling does not move, endanger or cause undue strain or stress to any structure.

Embankments at the ends of bridges and extending away therefrom for 3 times the fill height at each bridge end shall be in place and compacted prior to the time that work begins on the bridge ends.

Unless otherwise permitted by the engineer, embankments shall not be constructed when, either the embankment material, the foundation, or the embankment on which it would be placed is frozen.

203.40 Special Embankment Construction at Pipes Under High Fills - Where the plans so indicate or when called for by the special provisions, the embankments on each side of and above the pipe shall be placed, compacted and manipulated in a special manner as hereinafter set forth. The process herein described is to be referred to as the "imperfect trench method" of embankment construction.

The contractor shall construct the embankment in 6-inch layers to a width on each side of the pipe equal to twice the external diameter of the pipe or 12 feet, whichever is less, and to a height above the top of the pipe equal to the external diameter of the pipe plus 1 foot. The embankment at the sides of the pipe shall be brought up simultaneously or to equal heights to prevent distortion of the pipe. Each layer shall be thoroughly compacted to the density hereinafter specified under subsection 203.41(b-2).

Prior to completing the roadway embankment, special

trenching and backfilling over the pipe shall be performed as set forth in Section 603.

203.41 Compaction and Density Requirements:

(a) General—These provisions apply to the compaction requirements for each layer of embankments, fills and backfills, to roadbeds in cuts, to foundations for structures, and to other earthwork construction items, any of which are to serve as support for materials or things to be placed or constructed thereon. The several materials involved will be herein collectively referred to as "compacted materials".

(b) Density test basis of determination—All materials which are susceptible to testing for density by the test methods hereinafter set forth under (b-1) shall be compacted in place by whatever equipment and method necessary and at such moisture content as is required to provide density in place to the said compacted materials as hereinafter set forth under (b-2) and (b-3).

Unless otherwise directed by the engineer, or permitted by the specifications, the moisture content of the materials at the time of compaction shall be within plus 2 or minus 4 percentage points of the optimum moisture as determined by the methods set forth under (b-1).

(b-1) Testing methods— The density of compacted materials in place will be determined in compliance with either (a) the Oregon State Highway Department's current Standard Procedure for Determination of the Density of Soils in Place or (b) AASHO T 191; as the engineer may elect.

The relative maximum density and optimum moisture of the material which is compacted in place will be determined in compliance with either (a) the Oregon State Highway Department's current Standard Procedure for Determination of Relative Maximum Density and Optimum Moisture of Soils, or (b) AASHO T 99, Method "A" for materials which contain less than 10% coarse particles retained on the No. 4 sieve, or (c) AASHO T 99, Method "C" for materials containing between 10% and 50% coarse particles retained on the No. 4 sieve. The maximum densities determined by either of the above methods will be adjusted to compensate for differing percentages of coarse particles retained on the No. 4 sieve in the place density test in compliance with AASHO T 224.

Copies of the Department's current Standard Procedures for Determination of the Density of Soils in Place and of Relative Maximum Density and Optimum of Soils are available, upon request, from the Engineer of Materials at Salem, Oregon 97310.

(b-2) Embankments—In embankments, fills and backfills, the compacted materials within 3 feet of established subgrade elevation shall have a density in place of not less than 95 percent of relative maximum density, and below said 3-foot limit shall have a density in place of not less than 90 percent of relative maximum density.

(b-3) Cuts and foundations—In roadbed cuts, and in foundations for structures, the compacted materials to a depth of 1 foot below established subgrade or foundation elevation shall have a density in place of not less than 95 percent of relative maximum density.

(c) Deflection basis of determination—All materials and areas enumerated, defined or covered under (a) which are not susceptible to testing for density as provided under (b-1), shall be compacted in place by whatever equipment and method is practicable or specified and at such moisture content as is required to provide well-filled, dense and firm material in place which will show no appreciable deflection or reaction under the compacting equipment involved.

203.42 Watering of Materials Obtained from Mandatory Sources - All earthwork materials obtained from State-controlled sources which are required under the terms of the contract to be used by the contractor as sources of material in the performance of earthwork under the contract are herein classed and referred to as "materials from mandatory sources".

The watering of materials from mandatory sources to provide compaction and required density to embankments, backfills and fills made with said materials, and to alleviate dust nuisance under stated conditions, shall be performed in accordance with the directions of the engineer and as specified in Section 233.

203.43 Watering of Materials Obtained from Optional Sources - All earthwork materials of specified quality obtained from sources of the contractor's own choosing, wherein the use of said source is not mandatory under the terms of the contract, are herein classed and referred to as "materials from optional sources".

The watering of materials from optional sources to provide compaction and required density to embankments, backfills and fills made with said materials, and to alleviate dust nuisance as stated herein, shall be performed as an incidental item for which separate measurement and payment will not be made.

The watering of materials from optional sources as above set forth shall be performed in accordance with the following:

The contractor shall make all necessary arrangements for obtaining water in adequate supply and shall pay all costs

involved in its procurement, delivery and use. The water shall be free of silts, clays and other deleterious matter. The water may be mixed with a compatible binder material or additive, of a kind and in proportions determined by the engineer as suitable for and not harmful to the materials and their use.

The watering may be performed by any means which will insure uniform and controlled incorporation without detriment to the work.

The quantity of water or water-binder mixture incorporated with the materials at the time of their compaction shall be as necessary to provide density to the materials in place as specified.

The contractor shall perform watering of the materials after they have been placed and compacted as specified until such time as they are covered with a successive layer of material. This work shall be done at such intervals and with such quantities of water or water-binder mixture as the engineer may determine necessary to prevent loosening or displacement of the compacted material, and as necessary to alleviate dust nuisance.

There will be no measurement of quantities or direct payment for the watering of materials obtained from optional sources as herein set forth, it being understood that said work is incidental to the taking and placing of the earthwork materials involved. When the contract bid items include the item "Watering", it is understood that said item does not apply to watering of materials obtained from optional sources and used in the contract work as specified.

203.44 Removal of Excess Moisture - When materials encountered in excavations are of such excessive moisture content as to make impracticable their compaction to specified density, such materials shall not be placed in embankment or as backfill until such excess moisture has been removed therefrom. Removal of excess moisture may be by aeration, drainage, rehandling or other means at the option of the contractor. Regardless of circumstance and regardless of method, any and all costs involved in the removal of excess moisture from the materials will be understood to be covered and included in the price or prices bid for some one or another of the contract bid items applicable to earthwork.

203.45 Avoidance of Detrimental Operations - All operations involved in the excavating, hauling and placing of earthwork materials shall be done in such manner and under such conditions that no damage or detriment to the work will result therefrom. In particular, hauling over embankment materials in place shall be limited to loads, speeds and times which will

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 31, 1973

SUBJECT: Garden Valley-Fairgrounds
Pacific Highway (I-5)
Douglas County

To: J. H. Versteeg
Road Design Engineer
S A L E M

Confirming our telephone conversation, I have the following to report with respect to proposed use of areas created by Mt. Nebo disposal in the Douglas County Fairgrounds area.

Al Bates was told in verbal discussions with Mr. Allenby, Douglas County Fair Manager, that areas created by disposal will be used for race track expansion, expanded Fair activities, additional park area and increased parking capacity.

I hope this is the information you needed to help finalize the project E.I.S.

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc A. W. Bates

1 Versteeg J
2 A. Olson
3 Terpin T
Scott
Swenson
R. Olson
Copy Trout

RECEIVED
ROAD DESIGN SECTION

Copy Environmental Sec

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 26, 1973

In reply refer to: 10-35-EC3/

SUBJECT: FHWA-OR-EIS-73-03F
Garden Valley Road-Fairgrounds Road Section
Oregon Project I-5-3(-)124

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Final environmental statement was accepted by the Office of the Secretary of Transportation and CEQ furnished copies on December 11 on the subject project.

Attached is a signed copy of the Title Sheet of the final EIS.

Please make copies of this final statement available as required by PPM 90-1.

The project can be advanced in the normal manner on January 14, 1974.

for G. L. Green

Enclosure

Copy to [illegible] 12-31-73

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
DEC 28 '73
REFER TO
FOR
Info | Drives | R/D | O/R | Econ | L.A. | File

RECEIVED
DEC 31 1973
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley Road-Fairgrounds Interchange Section
Final Environmental Impact Statement

DATE: November 28, 1973

In reply refer to: 10-35-EC3

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Enclosed is a copy of the title sheet for the subject statement signed by the FHWA Regional Administrator. The statement is still subject to approval by TEU in our Washington office. An "official" signed copy of the title sheet will be sent to you upon receipt of the Washington office approval.

G. L. Green

Enclosure

Copy to Engineer
12-3-73
NOTED
R. L. SUMMERS

RECEIVED
STATE HWY ENGR
NOV 30 '73
REFER TO
FOR
Info | Lines | RID | D/R | Stem | Art | File

8002

November 21, 1973

Mr. Henry O. Pete
220 Larkin Road
Grants Pass, Oregon 97526

Dear Mr. Pete:

This is in reply to your letter of November 13, 1973. The Highway Division is planning to contract the project including Nebo Curve early in 1974.

The section south of Cottage Grove without a median barrier, is in the design stage and environmental statements are now being prepared. Public hearings will be held early in 1974 and it is hopeful that the project can be contracted in the fall of 1975.

These two sections are the last portions of I-5 needing reconstruction to meet minimum Interstate standards.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

BLG:lsk/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
L. H. Young

RECEIVED
NOV 15 1973
OFFICE ENGINEERING SECTION

Henry O. Pete
220 Larkin Road
Grants Pass, OR 97526

November 13, 1973

State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Sir:

I note in the paper that the Highway Division has a project of redesigning Nebo Curve near Roseburg. I am pleased to see this improvement being made.

I would like to ask if the Highway Division has plans to improve the part of Highway I-5 south of Cottage Grove which has no dividing barrier and appears to me to represent a great traffic hazard. Any information you could give me on plans for this stretch of road would be appreciated.

Sincerely,

Henry O. Pete

Ben R/D

RECEIVED
NOV 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
NOV 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
L. H. YOUNG

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

November 21, 1973

Bob Shaffer, President
Canyonville Bible Academy
Canyonville, OR 97417

Dear Mr. Shaffer:

Your letter of November 8 addressed to the State Highway Department in Salem has been referred to this office for reply. We certainly thank you for your acknowledgement of the erection of the new neon "SLOW" sign approaching the Mt. Nebo Curve.

Down through the years, we have tried many different signing approaches to try to warn the motor vehicles, including trucks, that to safely negotiate the Mt. Nebo Curve they will have to slow down a little. We hope that our latest effort is effective in reducing the accidents on the curve; the accidents we feel are due mainly to vehicles moving toofast. Perhaps the recently adopted maximum 55 MPH speed in the State of Oregon will help to reduce accidents throughout the entire state.

As regards your suggestion that the surfaces of bridges be roughed. We have tried in a number of instances the use of crushed rock and asphalt in what we call a chip seal on the decks of bridges but we did not find it too effective and also the traffic tends to wear the chip seal off quite rapidly.

We do thank you for your interest and concern in highway safety.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc H. S. Coulter

CANYONVILLE BIBLE ACADEMY

the high school for today's christian youth

DIAL 503/839-4401 OR 503/839-4896
CANYONVILLE, OREGON 97417

RECEIVED
NOV 15 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO
Coulter
FOR
Info | Ltr | Info | DIR | Sign | Act | File

RECEIVED
NOV 9 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

11/7/73

State Highway Dept
Salem, Or.

Dear Sirs,

We appreciate the fact that you have responded to pleas to place special warning signs at that dreaded curve in Roseburg on I-5. (Mt. Nebo).

There have been many major accidents there. Even death.

These signs will really help to avert wrecks etc.

We'd like to suggest that you roughen up the surfaces on all bridges and overpasses throughout the state. Ice forms and many accidents take place. Even State Cops slip & slide. (Small crushed gravel / Tar or whatever)

Bob Shaffer. Pres.
CBA

Thanks for notifying me
Bob Shaff
CBA
Canyonville

Motorists Warned Of Mt. Nebo Curve

A new two-foot-high "slow" sign with blinking neon letters was turned on Wednesday in Roseburg to warn motorists in the southbound lanes of Interstate 5 of the dangerous Mt. Nebo curve about 1,100 feet to the south. The sign was installed by the State Highway Division as a stopgap measure until a contract is let for future construction to straighten out the curve. Bid openings for the repairs are scheduled for Feb. 28, 1974. The new sign was placed in the southbound lanes because the majority of accidnets in the Mt. Nebo section have occurred in the southbound lanes. A Eugene truck driver was killed Oct. 17 when his truck overturned on the curve. (News-Review Photo by Dan Hill)

CC'd 16
1 5 3

Mrs. Neel F. Simpson
P. O. Box 727
Roseburg, OR 97470

August 27, 1973

Dear Mrs. Simpson:

Thank you for your August 22 letter again regarding the "Mt. Nebo curve" at the Harvard Avenue Interchange.

You may be interested to know that we had started design of a large flashing neon "SLOW" sign prior to receiving your letter and do intend to proceed with the installation as soon as the sign can be manufactured.

Yes, we do recognize the problem at this location. It is indeed unfortunate that accidents continue to occur on our highways, the very latest construction of which employs the highest levels of engineering and safety expertise that exists in highway technology; we cannot drive people's vehicles for them.

Please be assured that we are watching this location closely, anticipating the new construction project at the earliest date possible, and working on the warning measure mentioned above.

Your continued interest and concern is appreciated.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

JWS/cw

bc A. E. Johnson, w/cc attach.
H. S. Coulter " "
L. E. George " "
D. H. Moehring " "
J. C. McCormick " "

NOTED
H.S. COULTER

RECEIVED
AUG 28 1973
Office of
Assistant State Highway Engineer

P. O. Box 727
Roseburg, Or. 97470
August 22, 1973

Oregon State Highway Commission
P. O. Box 1128
Roseburg, Oregon 97470

Attention: John W. Sheldrake

Dear Sir:

This refers to my letter of April 25, 1973, and your answer of May 3, 1973, regarding signing for Mt. Nebo curve. I have noted the advance warning signs [illegible] mounted overhead.

[illegible] are probably some help, but I and others where I work do not feel they are adequate. We think a larger attention-getting sign should be placed further north so that a driver can see it and slow down before he reaches the curve. As it is, a driver unfamiliar with the road may think that sign with the arrow pointing to the right is for the freeway exit.

There should also be a large sign placed south of the curve far enough to allow a driver to reduce speed before reaching the curve.

There was a bad truck accident there soon after the small signs were posted; there was another just a few days ago.

Please, please give adequate warning to the drivers.

Sincerely,

Mrs. Neel F. Simpson

Mrs. Neel F. Simpson

cc: State Highway Commission
Salem

ROSEBURG RECEIVED AUG 23 1973

SAB

REFERRED TO
Hwy. Engr
BY ADMINISTRATIVE SERVICES

P. O. Box 727
Roseburg, Or. 97470
August 22, 1973

Oregon State Highway Commission
P. O. Box 1128
Roseburg, Oregon 97470

Attention: John W. Sheldrake

Dear Sir:

This refers to my letter of April 25, 1973, and your answer of May 3, 1973, regarding signing for Mt. Nebo curve. I have noted the advance warning signs that were mounted overhead.

They are probably some help, but I and others where I work do not feel they are adequate. We think a larger attention-getting sign should be placed further north so that a driver can see it and slow down before he reaches the curve. As it is, a driver unfamiliar with the road may think that sign with the arrow pointing to the right is for the freeway exit.

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There was a bad truck accident there soon after the small signs were posted; there was another just a few days ago.

Please, please give adequate warning to the drivers.

Sincerely,

Mrs Neel F. Simpson

Mrs. Neel F. Simpson

cc: State Highway Commission
Salem

Con 16
9-5-1
SP

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

S 15 13

DATE ~~July 30, 1973~~

TO A. E. Johnson, Deputy State Highway Engineer

FROM for L. E. George, Traffic Engineer

SUBJECT Signing
Mt. Nebo Curve

You requested that we look into the possibility of some signing that might help the situation at the Mt. Nebo curve on I-5, until the reconstruction of the section is completed.

This office recommends the installation of a post-mounted neon sign with 18-inch letters indicating the legend "SLOW". This sign should be key-operated. It is estimated that it would cost about $3,500 for installation.

If you approve of this installation, the Region should pick the actual location in the field.

RDT:pb

bc: A. J. Shirley, Jr. - w/att.

NOTED
A. E. JOHNSON

8-10-73
Region installed permanent "Slow" sign w/ flashing lights one direction. They were asked to investigate need in other direction + to install if needed. J

OREGON STATE
HIGHWAY DIVISION

July 23, 1973

Mr. Donald W. McMorris
2435 South Umatilla Street
Albany, OR 97321

Dear Mr. McMorris:

I am sorry to hear about the recent accident you were involved in on I-5 south of the Mt. Nebo curve, but very glad that it was not serious.

Plans are being prepared for the reconstruction of this section of highway and we plan to let the project this winter or early next spring. The project will flatten the Mt. Nebo curve and will introduce a number of safety features throughout the area. We hope that with the proposed roadway improvements, signs such as you suggest will not be necessary.

Thank you for taking time to write.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
L. E. George
A [illegible]. Shirley (enc.)

RDT:ds dpy

[illegible]

NOTED
A. E. JOHNSON

TRAFFIC [illegible]

E-123

REFERRED TO
Klabo
BY ADMINISTRATIVE SERVICES

RECEIVED
STATE HWY ENGR
JUL 17 '73
REFER TO
FOR
Info | Inves | R/D | DR | Sign | Act | File

Albany, Oregon
July 13, 1973

Oregon State Highway Department
Salem,
Oregon

Gentlemen,

We were involved in a traffic accident, July 8, 1973, on interstate highway I-5, just South of a location called Mt. Nebu curve. We feel that the major contributing factor in this accident was a lack of flagman or warning of an earlier accident half a mile South, which caused traffic to be stopped. Fortunately, our accident was of minor consequence, however it had all the requisites of a multiple tragedy.

I would respectfully suggest your immediate, even urgent, consideration of the installation of warning signs, similar to those north of Albany, which might be placed immediately north of this curve, and might be activated when an accident occurs. Police, wrecker operators, ambulance attendants, and Roseburg residents interviewed confirm that this is indeed an extremely hazardous location and suggest that several deaths have occurred subsequent to an accident here. Further deaths might be prevented by an adequate warning device.

NOTED
A. E. JOHNSON

RECEIVED
JUL 17 1973
TRAFFIC ENGINEERING

Sincerely,
Donald W. McMorris

Donald W. McMorris
2435 S. Umatilla St.
Albany, Oregon 97321

RECEIVED
JUL 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

cc. Douglas County District Court

CON 16
I-5

TAL. [illegible] DATE 8/9/73

BALDWIN	CONSTRUCTION	MAINTENANCE	SECRETARY
EDWARDS	COUNTY AND CITY	PARKS	SIGN SHOP
KLABOE	DATA PROCESSING	PERMITS	TRAFFIC
SHAW	DESIGN	PERSONNEL	TRAVEL
JOHNSON	EQUIP. SHOPS	PLANNING	FILES
HUNTER	FHWA	PROGRAMING	MAIL
SCHROEDER	LABORATORY	PUBLIC AFFAIRS	E. S. H. B.
ACCOUNTING	LEGAL	RADIO	REGION ☐
BRIDGE	LOCATION	RIGHT-OF-WAY	

ATTENTION: A.E. Johnson

FROM: Reg 3

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☒ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS "State-owned" areas "slow" signs will be in use in Eastern Oregon several months after signs

OSHD E 100 (REV. 6-72)

TRANSMITTAL SLIP DATE 8-3-73

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	OFFICE ENGINEERING	
JOHNSON	EQUIPMENT-SHOPS	PARKS	
HUNTER	ENVIRONMENTAL	PERMITS & WEIGH.	
SCHROEDER	FINANCE	PERSONNEL	SECRETARY
COULTER	FHWA	PLANNING	SIGN SHOP
ADM. ASSISTANT	LOCATION	PUBLIC AFFAIRS	TRAFFIC
BRIDGE DESIGN	MAINTENANCE	RADIO	FILES
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	MAIL
		RIGHT OF WAY	ESHB
		ROAD DESIGN	REGION ☐

ATTENTION

FROM

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS I think this is the proper installation to make. Let's forget about the key-operated sign.

AEJ

OSHD E 100 (REV. 2-73) SP*7019-734

TRANSMITTAL SLIP DATE 8-10-73

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	OFFICE ENGINEERING	
JOHNSON	EQUIPMENT-SHOPS	PARKS	
HUNTER	ENVIRONMENTAL	PERMITS & WEIGH	
SCHROEDER	FINANCE	PERSONNEL	SECRETARY
COULTER	FHWA	PLANNING	SIGN SHOP
ADM. ASSISTANT	LOCATION	PUBLIC AFFAIRS	TRAFFIC
BRIDGE DESIGN	MAINTENANCE	RADIO	FILES
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	MAIL
		RIGHT OF WAY	ESHB
		ROAD DESIGN	REGION

ATTENTION: A. Shirley, Jr.

FROM: H. S. COULTER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☒ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS

OSHD E 100 (REV. 2-73) SP*7019-734

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE July 30, 1973

TO A. E. Johnson, Deputy State Highway Engineer

FROM L. E. George, Traffic Engineer

SUBJECT Signing
Mt. Nebo Curve

You requested that we look into the possibility of some signing that might help the situation at the Mt. Nebo curve on I-5, until the reconstruction of the section is completed.

This office recommends the installation of a post-mounted neon sign with 18-inch letters indicating the legend "SLOW". This sign should be key-operated. It is estimated that it would cost about $3,500 for installation.

If you approve of this installation, the Region should pick the actual location in the field.

RDT:pb

bc: A. J. Shirley, Jr. - w/att.

NOTED
A.E.J.

RECEIVED
STATE HWY ENGR
AUG 3 '73
REFER TO
FOR
Info | Ass't | Asst | Dir | Sec'y | Att | File

RECEIVED
AUG 6 1973
Office of
Assistant State Highway Engineer

8/1/73
D.E. Johnson - is photo attached is a of correct sign at Nebo curve
Approach ?
Bart Shirley

A. E. Johnson
CON 16

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE ~~July 30, 1973~~ 8/1/73

TO A. E. Johnson, Deputy State Highway Engineer

FROM for L. E. George, Traffic Engineer

SUBJECT Signing
Mt. Nebo Curve

RECEIVED
STATE HWY ENGR
AUG 7 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

You requested that we look into the possibility of some signing that might help the situation at the Mt. Nebo curve on I-5, until the reconstruction of the section is completed.

This office recommends the installation of a post-mounted neon sign with 18-inch letters indicating the legend "SLOW". This sign should be key-operated. It is estimated that it would cost about $3,500 for installation.

If you approve of this installation, the Region should pick the actual location in the field.

RDT:pb

bc: A. J. Shirley, Jr. - w/att.

8/1/73
A.E. Johnson - in photo attached is sketch of advance sign at Nebo curve
Bud Shirley
SJB
D

H. S. Coulter

OREGON STATE HIGHWAY DIVISION

REGION 3 P. O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

May 3, 1973

Mrs. Neel F. Simpson
P. O. Box 727
Roseburg, Oregon 97470

53

Dear Mrs. Simpson:

This will acknowledge your letter of April 25, 1973, requesting larger and more effective signing in advance of Mt. Nebo curve on Interstate 5 in Roseburg.

As you may know, this section of Interstate Highway is scheduled for reconstruction to current standards and for that reason, we have hoped to correct the problem in this manner.

As this project is going to take some time for actual construction once the project is underway, I am asking our Traffic Engineer to Design and install temporary overhead spanwire mounted advance warning signs and flashers for southbound traffic in advance of this curve.

Thank you for your interest in traffic safety.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

By JOHN W. SHELDRAKE
Regional Maintenance Engineer

GLC/jw

cc H. S. Coulter
D. H. Moehring
L. E. George
Glen L. Clark
Karl Keen

P. O. Box 727
Roseburg, Or. 97470
April 26, 1973

State Highway Commission
Salem, Oregon

Sirs;

After each fatal accident on the Mt. Nebo curve west of Roseburg, I hear people saying that hazardous section of road is not adequately marked. The small signs on each end of that curve are just not the sort that attract the attention of a driver.

We think large signs of a sort that are bound to attract a driver's attention should be placed at each approach to that curve.

We hope you will give this high priority before more lives are lost there and more people are injured.

Yours truly,

Mrs Neel F. Simpson

Mrs. Neel F. Simpson

RECEIVED STATE HWY ENGR
APR 27 73
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

RECEIVED
APR 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
APR 26 1973
OREGON
STATE HIGHWAY

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Roseburg, Oregon
February 21, 1973

SUBJECT: Oil Seepage Complaint
Canyonville Maintenance Station

To: H. S. Coulter
Asst. State Highway Engineer
S A L E M

Mar 14 - 2

FROM: John S Sheldrake
JOHN W. SHELDRAKE
Region Maintenance Engineer

Mr. Versteeg and I met with Mr. Robert Shaffer, President, Canyonville Bible Academy, on February 16, and discussed both the oil seepage matter and signing on I-5 at Mt. Nebo.

Mr. Shaffer was assured that we would attempt to determine the source of the oil problem as soon as possible. It appears that the heating oil fuel tank for the maintenance station may be leaking. This will be corrected.

On the matter of special warning signs at the Mt. Nebo curve (M.P. 124), we advised Mr. Shaffer of our reluctance to add non-standard signing to the existing signing series. The existing signing has become rather dirty, however, and needs cleaning and refurbishment.

Mr. Shaffer seemed satisfied with our contact and corrective measures discussed.

JWS/cw

cc J. C. McCormick - Please follow through on both items.

RECEIVED
FEB 22 1973
Office of
Assistant State Highway Engineer

February 13, 1973

Mr. Robert Shaffer, President
Canyonville Bible Academy
Canyonville, OR 97417

Dear Mr. Shaffer:

I appreciate having your letter of February 11 expressing concern for the road conditions near your campus.

I have asked Mr. J. H. Versteeg, Regional Engineer in Roseburg, to meet with you concerning these problems. Mr. Versteeg will contact you in the near future to arrange a meeting time.

If you have any questions or if there is anything I can do for you in the meantime, please let me know.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc George M. Baldwin
F. B. Klaboe
A. E. Johnson
J. H. Versteeg -- Please arrange meeting with Mr. Shaffer and take any appropriate corrective measures.

CANYONVILLE BIBLE ACADEMY

the high school for today's christian youth

DIAL 503/839-4401 OR 503/839-4896
CANYONVILLE, OREGON 97417

REFERRED TO Admin —
BY SECRETARY

Feb. 11, '73

State Highway Commission
State Office Bldg.
Salem, Oregon

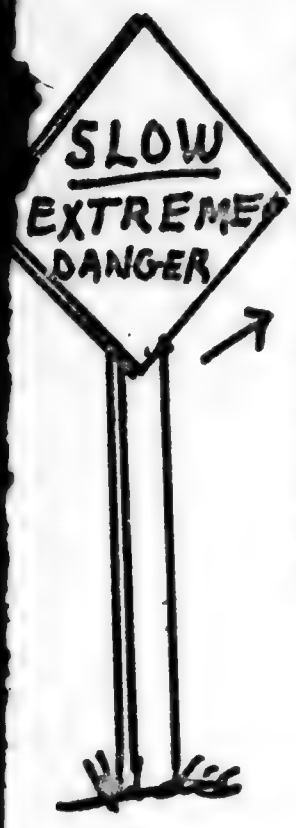
Info	FOR	REFER TO	RECEIVED STATE HWY ENGR
Invas			
R/D			FEB 12 73
O/R			
Sign			
Act			
File			

Dear Sirs:

Two things.

1. There is almost constant oil condition (or slick) on the surface of Canyon Creek which flows through our campus.....and we have traced it to its apparent source.....which is your State Highway Maintenance headquarters supply station about three blocks above our campus on Canyon Creek (South end of Canyonville).

We can see a steadily rising resentment in the community about this oil condition....and unless it is corrected really soon - it could bring your department some bad publicity. Citizens here are pretty determined to get it corrected - and soon. Would you kindly look into this for us? I suggest more than just a letter. They have been notified. Why not send a person who could get action? Thank you kindly!



2. I realize that you hope....some day...to straighten out that horribly dangerous curve on I 5 right at Roseburg off ramp.....but, in the meantime I urgently suggest that you install a sign that says "SLOW"...DANGEROUS CURVE" and provide a light in, or on the sign if possible. There should be two signs....one approaching from the south and one from the north.....and they should be highly readable.

Signs are probably cheaper than constantly repairing the guard rails. There have been many accidents there....and some very costly and serious.... even with huge trucks loaded with merchandise. People are just not ready for a curve like that.....and they approach it with unconcern and with too high a speed. Thank you for DOING THIS SOON. It could save lives. Also there is a similar curve at the Myrtle Creek turn-off.....but it is not quite as bad as the famous Roseburg curve. May I have a reply? Thanks!

RECEIVED
FEB 14 1973
OREGON
STATE HIGHWAY COMMISSION

for Christian youth,
CANYONVILLE BIBLE ACADEMY
Robert Shaffer, President

RECEIVED
FEB 19 '73
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

CANYONVILLE BIBLE ACADEMY

the high school for today's christian youth

DIAL 503/839-4401 OR 503/839-4896
CANYONVILLE, OREGON 97417

REFERRED TO Admin —
BY SECRETARY

Feb. 11, '73

State Highway Commission
State Office Bldg.
Salem, Oregon

RECEIVED STATE HWY ENGR
FEB 12 73
REFER TO
FOR
Info
Invas
R/D
O/R
Sign
Act
File

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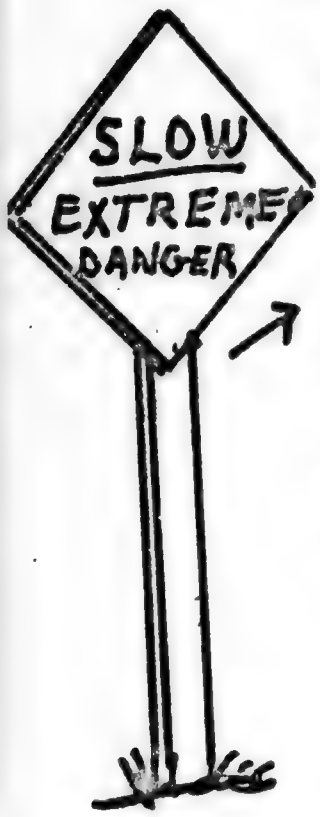

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for Christian youth,
CANYONVILLE BIBLE ACADEMY
Robert Shaffer, President

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 12 '73
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

MEMBER OF THE NATIONAL ASSOCIATION OF CHRISTIAN SCHOOLS

December 6, 1972

AIRMAIL

The Honorable John Dellenback
Member of Congress
Room 1214 Longworth House Office Building
Washington, D. C. 20515

Dear Mr. Dellenback:

I have investigated the hazardous condition at the Mount Nebo curve on I-5 at Roseburg.

Plans are being made at this time to revise this section of highway. This will reduce the rate of curve and by benching the face of the cut at Mount Nebo, this will prevent rocks from falling onto the highway. This work is being done to meet present Interstate standards.

Public hearings have been held and the project is tentatively scheduled for construction in June 1973. Availability of funds will govern this scheduling.

If you have any further questions concerning this matter, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

cc F. B. Klaboe
E. S. Hunter
F. L. Hall
J. H. Versteeg

DHS:jh kw fn

JOHN DELLENBACK
FOURTH DISTRICT
OREGON

ROOM 1214
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-6416

163 E. 12TH AVENUE
CASCADE BUILDING
EUGENE, OREGON 97401
(503) 342-8141 EXT. 475

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
EDUCATION AND LABOR
SPECIAL SUBCOMMITTEE ON EDUCATION
SPECIAL SUBCOMMITTEE ON LABOR

INTERIOR AND INSULAR AFFAIRS
SUBCOMMITTEE ON PUBLIC LANDS
SUBCOMMITTEE ON IRRIGATION AND RECLAMATION
SUBCOMMITTEE ON ENVIRONMENT

November 10, 1972

Mr. Roderick L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

I have been advised by the enclosed correspondence that the Mount Nebo curve on Interstate 5 just south of the Roseburg city center exit has been the scene of several serious automobile accidents.

I would appreciate your looking into the situation and advising me of what action your department can take to correct this hazard.

Thank you for your attention to this matter and for your prompt reply.

Sincerely yours,

JOHN DELLENBACK
Member of Congress

JD:ko
Enclosure

RECEIVED
STATE HWY ENGR
NOV 15 '72
REFER TO
FOR

RECEIVED
NOV 16 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Buck

191
JOHN DELLENBACK

Cheryl Goodhue
1640 N.W. Kline St.
Roseburg, Oregon
97470

The Honorable John Dellenback
House of Representatives
Washington, D.C. 20515

Dear Mr. Dellenback:

Something should be done about the Mount Nebo curve just south of the Roseburg city center exit, interstate highway 5. Hardly a month goes by that there is not a serious accident there. The curve is too sudden and sharp and there is danger of falling rock. If there is not a way to straighten this section of highway, then better traffic control should be installed and some kind of barrier built to prevent rocks from falling onto the road.

Respectfully yours,

Cheryl Goodhue

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 14, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-5-3(-)134
Bridge Approval:
1. South Umpqua River Crossing
2. Bellows Street & Ramp Overcrossings
3. Harvard Avenue Overcrossing
4. Portland Street Overcrossing

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The above structures have been the subject of much correspondence - recently, Mr. Hunter's letter of September 14 and Mr. Hart's memorandum of October 8. We have reviewed all the information submitted. Our approval comments are as follows:

1. South Umpqua River (Hospital) Crossing

We approve three lanes of traffic continuously during construction, with an increase in out to out width of the deck to be 100 feet as shown in the September 14 submission.

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STATE HWY ENGR
NOV 16 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We approve the pedestrian and bike path between the new trusses below the deck.

We recommend further study of the type of cross-bracing to be provided between the new trusses. The configuration of the cross bracing shown on drawing 24193 is not considered to be sufficiently rigid unless heavy members are used to resist bending moments. Perhaps lateral support of the new structure can be obtained by some type of ties between the new and old floor beams. The bracing on the existing structure is quite substantial since it also functions as part of the trussed floor beam.

2. Bellows Street - Bellows On Ramp Overcrossings

We approve new structures at these locations, with full shoulders, a 34-foot city street roadway, and a sidewalk on one side, as shown in the September 14 submission. (Span arrangement 50-74-54 RCBG.)

A deduction of FAI obligation funds should be made for city street work to more closely equalize the trade between widening and a new structure.

11-19-73
Copy to Hart
Young, Skoog
Verstteeg
Wolfe

(more)

RECEIVED
NOV 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3. Harvard Avenue Structure

We approve a new structure, with full shoulders, as submitted in your "recommended plan" (see report, drawing 28931).

4. Portland Street Overcrossing

We approve widening this structure to full shoulders and lowering the freeway grade in accordance with the September 14 submittal.

for G. L. Green

8CC3

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 9, 1973

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308 Attention Mr. Tom Lowe

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Garden Valley-Fairgrounds Road Section
Pacific Highway
Douglas County
Br. 7404A

Attached are two sets of three sheets of the 1975 traffic figures for the above section which you requested.

The following information is presented on these sheets:

1. 1975 ADT with no ramps closed.
2. 1975 ADT with Sbd on ramps closed at the Garden Valley Interchange.
3. Monthly distribution of 1975 ADT.

Based on a 50 MPH construction speed, proper signing and illumination, the capacity for one 12' lane at service level "C" is 8,950 ADT.

In comparing the northbound monthly ADT, it can be seen that only the months of January and February fall below the 8,950 ADT figure. These are not good construction months. During the summer construction months the 8,950 ADT figure is greatly exceeded and goes as high as 15,800 ADT during August.

Based on this information, it can be seen that two lanes northbound are required at all times.

DOC/ag
Attachs.
cc E. S. Hunter
V. E. Skoog
L. H. Young
J. H. Versteeg

RECEIVED
NOV 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1.5

Salem, Oregon

October 19, 1973

J. X. Wilson, Regional Construction Engineer

L. K. Watson, Design Team Supervisor

Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway
Douglas County

Would you please have a 3-line profile run on Bellows Street within the limits shown on the attached plan sheet. These levels are needed for reconstructing a portion of Bellows Street and checking vertical clearances at the structures.

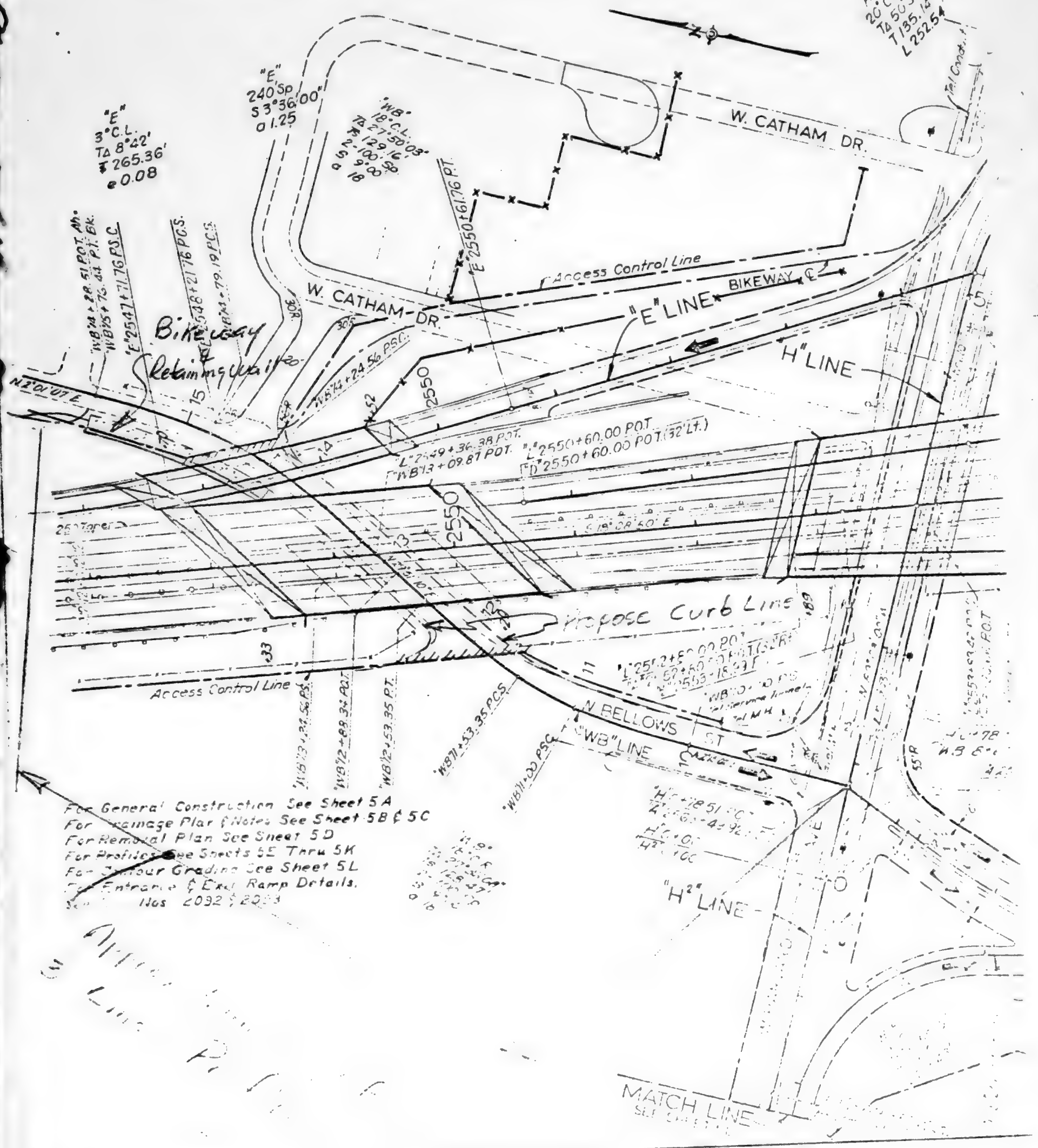
LKW:jh

1 J
2 [illegible]
[illegible]
K. Olson
Terpin
Scott
Swenson
K. Olson
Trout

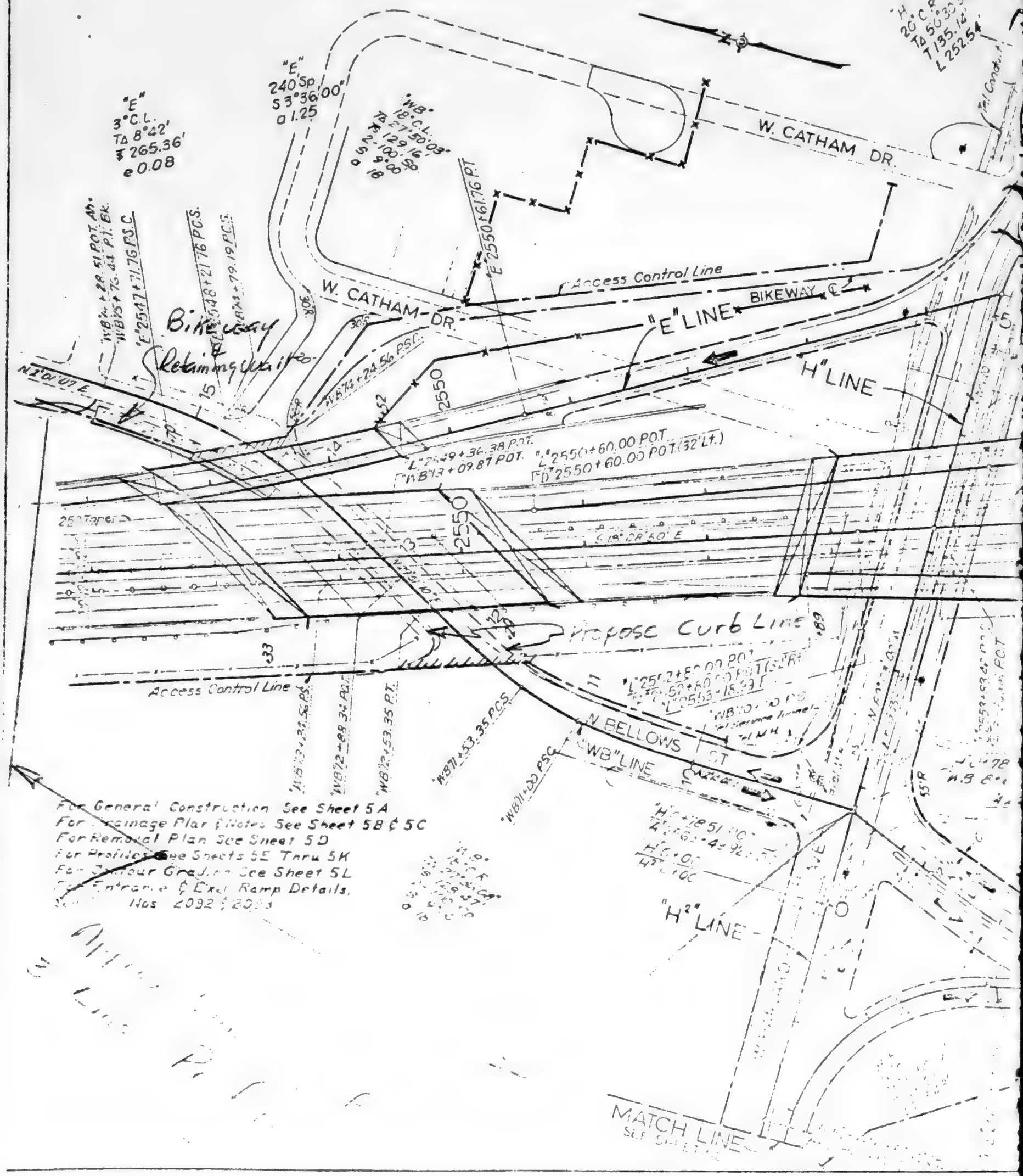
RECEIVED
OCT 19 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

HARVARD AVE. INTERCHANGE



HARVARD AVE. INTERCHANGE



1003

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(77)124
Garden Valley - Fairgrounds Road Section
Ineligibility Notification 35-73-FIN-25
File 44914

DATE: October 16, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our Regional Counsel has reviewed Mr. Sollis' May 4, 1973 opinion concerning the eligibility for Federal participation in the cost of terminating a rental agreement involving a sign.

The legal review indicates that Federal funds may not participate. Pursuant to paragraph 7 of the rental agreement, the display was personal property and only entitled to moving expenses.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 17 '73
REFER TO
FOR
Info | Invs. | R/D | R/R | Proj. | Traf. | Eng.

Orig + 1 cy to
cy ea
Sollis
Courter
Hamilton

I-5

October 10, 1973

Clark and Groff Engineers, Inc.
3276 Commercial Street, S.E.
Salem, Oregon 97302

Attention: Mr. Harold B. Fox

Gentlemen:

Attached please find a copy each of the plan and cross-section showing the preliminary computations of the clearance from subgrade to the Telephone Company service tunnel at the intersection of Harvard Avenue and Bellows Street in Roseburg which you requested.

Should you have any need for additional information please request it.

Very truly yours,

J.H.Versteeg
Road Design Engineer
By:

F.E.Terpin
Final Design Engineer

FET/ls
Encl.

Versteeg
A. Olson
Scott
Swenson
R. Olson
Trout
RECEIVED
OCT 10 1973
ROAD DESIGN SECTION
Other

Elev. Subgrade = 455.57 − 1.25 = 454.32

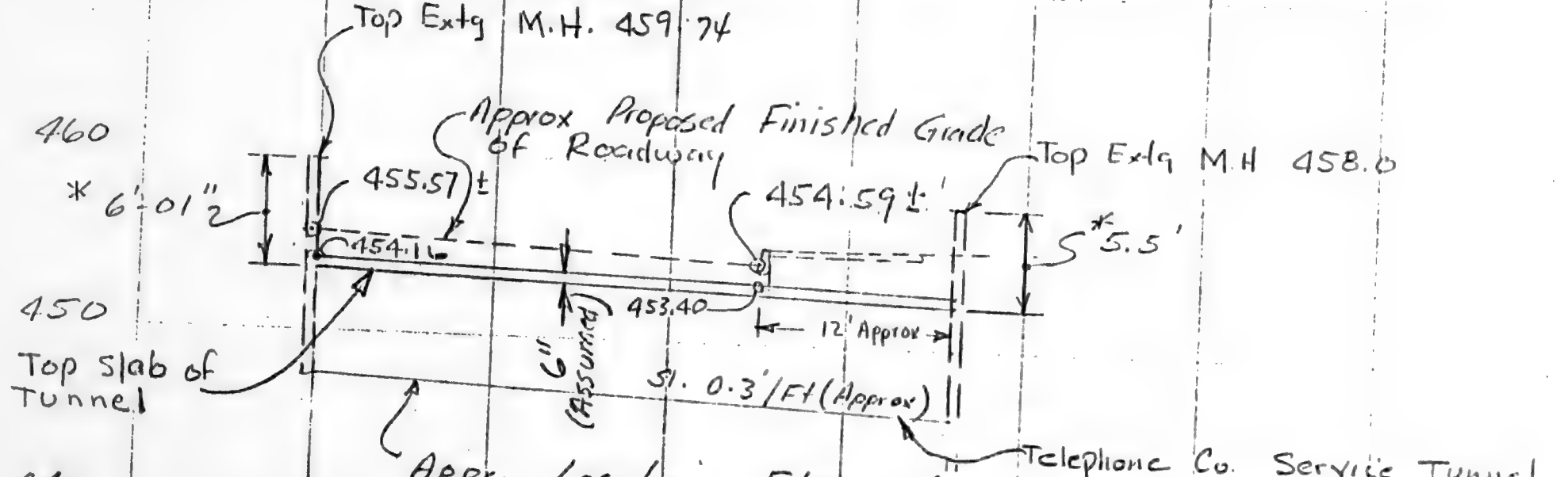
Elev. Top of Slab = 459.74 − 6.08 + 0.50 = 454.16

Clearence 0.16' (Approx)

Elev. Subgrade @ Gutter = 454.59 − 1.25 = 453.34

Elev. Top of Slab @ Gutter = 458.0 − 5.5 + 0.5 + (0.3 × 12) = 453.40

Slab protrudes into Subgrade 0.06' (Approx)



SECTION A-A

* Data Furnished by H.P. Fox, Clark & Groff Engineers, Inc.

GARDEN VALLEY RD – FAIRGROUNDS INTCHG

PACIFIC HIGHWAY

DOUGLAS COUNTY

10-8-72

Preliminary Computation of Clearance of Subgrade with Telephone Co. Service Tunnel @ Intersection of Harvard Ave & Bellows St. (Roseburg)

EXTG.

"H" LIN

W. BELLOWS ST.

"VB" LINE

454.59
(Finish Grade Gutter Line)

"H2" LINE

Soc - 2 (Total)

Extg. Stairway

ion Barrier
See Sht. 3)

AVE

Tel. M.H.

Seattle Tunnel

55'R

5'R

12' 12' 12' 12' 12' 12'

8'

4'

6'

12'

16'

+29

+89

0+98

17 2 3 4 17 5 12 9 23 2 23 1 8 1 15

8003

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 8, 1973

RECEIVED
OCT 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO: Mr. Glen L. Green
Division Engineer
FHWA
477 Cottage Street NE
Salem, Oregon 97308

FROM:
Walter J. Hart
Bridge Engineer

SUBJECT: Garden Valley-Fairgrounds Road Section
Pacific Highway
Douglas County
Portland Street O-xing - 7670A

Attached are five copies of the estimate and preliminary drawing for a revised replacement proposal for the Portland Street structure.

This proposal provides the following section for Portland Street:

2@ 8 ft. shoulders = 16 ft.
2@ 12 ft. lanes = 24 ft.
1@ 8 ft. sidewalk = 8 ft.

This section is the minimum, which should be provided at this location.

The following is a comparison of costs of this proposal to the widening alternate:

	Original Proposal 7-18-73	Proposal 9-17-73	Revised Proposal
Replacement	$592,000	$592,000	$489,000
Widening	293,000	415,000	415,000
Difference	$299,000	$177,000	$ 74,000

While we do not feel that this proposal provides the desired flexibility for future expansion, we do feel that it will be much superior to widening the existing structure.

In view of the small difference in cost, we recommend that this proposal be approved. The benefits of a replacement structure are outlined in our submission of July 18, 1973.

DOC/sh

cc: E. S. Hunter
V. E. Skoog
L. H. Young
J. H. Versteeg /w/attach.
V. D. Wolfe /w/attach.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: September 28, 1973

In reply refer to: 10-35-B

SUBJECT: Oregon Project I-5-3(-)134
Garden Valley-Fairgrounds Road Section
Bicycle Route Location

FROM: for G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By September 24 letter Mr. V. D. Wolfe presented additional information regarding the bicycle path on subject project and requested our approval of the proposed location. Documentation concerning local involvement in the bicycle path location was included.

The location developed as a result of Mr. Hunter's July 18 submission, our later meeting with Mr. Wolfe, and local input as evidenced by the city's September 6 letter is approved. The general location is shown in green on Map 3 of the June 1973 "Bike Route Plan" prepared by your location section except at the northerly end where the blue alternate will be used. As agreed, a lower vertical elevation will be used throughout the project which eliminates the need to widen the Bellows Street structure on the northbound ramp.

G. L. Green

10-3-73
Copy to Wolfe
Hart
Verstteeg
Cox
Shirley

RECEIVED
STATE HWY ENGR
OCT 1 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 24, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Attention: Mr. Glenn Hossner

Dear Sir:

On July 18 there was forwarded to your office a justification report covering the needs and benefits of a bikeway along the Garden Valley-Fairgrounds Road Section of the Pacific Highway. Subsequently, you and I discussed the vertical location of the subject bikeway. It was agreed that if the bicycle path were to be constructed, it should be at a level lower than that of the roadway from Harvard Avenue to Fairgrounds Road. It was further agreed that from the north bank of the South Umpqua River (across Hospital Bridge) the bikeway would be constructed at roadway level or under the highway structure, dependent upon the desires of local officials.

Your Tom Lowe and my Jim McClure and our Region people met with the local governmental representatives to discuss the vertical placement of the proposed path and maintenance and lighting. Attached is a copy of a letter over the signature of Stanley E. Stafford, Director of the Parks and Recreation Department for the City of Roseburg, indicating a wish for the lower elevation of the bicycle path, i.e., to be constructed under the highway structure and continuing at a lower grade elevation to Harvard Avenue.

You will note that the City of Roseburg has also agreed to pay for the energy for illuminating the trail and further, has agreed to do minor maintenance of the trail from Harvard Avenue to the South Umpqua River.

NOTED
E. S. HUNTER

RECEIVED
SEP 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We therefore recommend that you approve this bicycle path in line with the desires of the City of Roseburg and, as mentioned earlier, agreed to between you and I, from Harvard Avenue to Fairgrounds Road.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attachment

VDW:mc

bc E. S. Hunter
W. J. Hart
J. H. Versteeg
H. S. Cox - Attention D. M. Harwell
Alfred Shirley, Jr.

8003

September 14, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97310

Dear Mr. Green:

Garden Valley-Fairgrounds Road Section
Pacific Highway, Douglas County
South Umpqua River (Hospital) Bridge - 7404A
Bellows Street Overcrossing - 7668A
Bellows Street On Ramp - 7668B
Portland Street Overcrossing - 7670A
Your Ref.: 10-35.7

Attached are five copies of the following:

South Umpqua River (Hospital) Bridge
Revised Drawings 24192 and
24193
Estimate Sheet

Bellows Street Overcrossing and On Ramp
Preliminary Plans, Elevation
and Estimate for replacement
Preliminary Plan, Elevation
and Estimate for widening

Portland Street Overcrossing
Preliminary Plan, Elevation
and Estimate for widening
Stage construction details
for widening

The following information is submitted in answer to your letter of August 14, 1973:

1. Hospital Bridge

We have reviewed in detail the traffic and required construction sequence and find that it is necessary to handle three lanes of traffic at all times.

The traffic on this section of freeway during the months of June, July, August and September exceeds the ADT stated in our report of July 1973 and is only five percent under the ADT during the months of March, April, May, October and November. This leaves only the months of December, January and February where there is any significant fall off in traffic. The urban nature of the freeway in this section is primarily responsible for the fairly constant year-round ADT.

The primary question on this structure is the width required to handle traffic during construction. Because of the close proximity of this structure to the Bellows and Harvard Street structures, this construction must necessarily be done in conjunction with the construction of them.

The first stage of this work consists of constructing the easterly half of these structures while traffic is carried on the westerly half of the structures. This stage of construction will last a period of 7 to 8 months and should start as soon as water levels have dropped in the spring and flood danger is over so that river pier work can begin.

The second stage of construction calls for traffic to be moved over to the newly completed portions of the structures and the westerly half of the structures constructed. The length of time for construction of this phase will be about 7 to 8 months for the Bellows and Harvard Street structures and about 4 to 5 months for the South Umpqua structure.

We feel that there is way too much traffic on this section to justify providing for less than three lanes at all times. The only months when there is any drop off in traffic is November, December and January which are not good construction months and would also present weather conditions which should not be coupled with increased hazards due to confining traffic to only one lane in each direction.

We also strongly feel that due to the nature of the freeway traffic and the wide loads regularly hauled, that the minimum roadway width should be 16 feet for one lane and 26 feet for two lanes. The opposing lanes of traffic should also be separated by concrete median barrier as shown on our preliminary submittal.

In light of the above discussion we reviewed the method of reconstruction and widening for the South Umpqua River Bridge to determine if the additional width requested in our report of July 1973 could be reduced.

Presently our proposal calls for cutting the deck outside of the existing truss at a distance of 51'-1 1/2" during the first stage. The width required for the three lanes of traffic and protective rails is approximately 48 feet. It is not possible to cut the deck back further because of the end spans where a problem of cross beam support occurs if the column is removed. Also, the deck on the truss spans must be poured for the complete width to the longitudinal joint. The second stage calls for 48 feet of width, a minimum to provide for three lanes and protective railing.

It is our conclusion that

A. Three lanes of traffic must be handled at all times during the construction of the decks on the South Umpqua River (Hospital) Bridge.

B. The minimum roadway width for one lane is 16 feet and for two lanes is 26 feet as shown on our preliminary submittal.

C. The additional width shown on our preliminary plans is necessary. This additional width will be utilized by extending the acceleration lane of the Bellows Street on ramp across the river structure.

Discussions have been held with Federal Highway, State and City officials and it has been tentatively agreed upon that the bikeway shall be carried across the South Umpqua River by utilizing the area between the trusses of the new structure. Drawings 24192 and 24193 are attached and have been revised to show the acceleration lane carried across the structure and the bikeway carried across at a lower level through the bridge trusses. The additional cost for providing the bikeway at the lower level is $51,500. This will bring the total cost of the South Umpqua River (Hospital) Bridge to $1,951,500. A copy of the estimate is included.

2. Bellows Street

We have restudied our preliminary proposals for replacement and widening and are submitting a revised preliminary for the replacement proposal.

The structure length has been reduced from 196 feet to 178 feet. This reduction in length has been accomplished by providing for a 34-foot roadway, 8-foot sidewalk and 4-foot berm

instead of the original proposed 44-foot roadway, 8-foot sidewalk and 4-foot berm. The 34-foot roadway is in keeping with the City of Roseburg's standard section.

The estimate for this replacement proposal is $444,000. A copy of the estimate and plan and elevation drawing is attached.

In reviewing the widening alternate in detail we did find several items that were not given due consideration. Originally we had assumed that the raise in elevation could be taken care of with wingwalls, however, with the problem of retaining the 1 1/2:1 slopes during excavation and the added 2.4 feet of fill, we feel that approach spans are a more satisfactory answer. Also, we find that the old footings adjacent to Bellows Street and the widening will have to be removed and the new footings constructed on piling to enable the new footings to be built and to keep Bellows Street open during construction. The existing exterior footings at bents 2 and 3 at widening are too small to carry the increased load. The cost of these and related items increases the widening cost from $312,000 to $397,000. A copy of the estimate sheet and plan and elevation drawing are attached.

A summary of comparisons of cost is given below:

	Original Proposal	Revised Proposal
Replacement Structure	$504,000	$444,000
Widening	312,000	397,000
Difference in Cost	$192,000	$ 47,000

In light of the small difference in cost, we recommend that this replacement proposal be approved. The benefits gained are outlined in our original proposal.

3. Bellows Street On Ramp

It has tentatively been agreed upon that the bikeway will be brought down to city street level prior to reaching the Bellows Street on ramp and, therefore, will not be carried across the structure.

The estimated cost of the revised on ramp structure to fit the 34-foot roadway section used in the replacement proposal is $181,000.

The cost of the structure to be used with the widening proposal is $174,000 which includes a retaining wall necessary with this plan. A copy of the estimate sheet and plan and elevation drawing is attached.

For comparative purposes the replacement versus widening is as follows:

	Original Proposal	Revised Proposal
Bellows Street (New)	$504,000	$444,000
Bellows Street On ramp	191,000	181,000
	$695,000	$625,000
Bellows Street (Widening)	$312,000	$397,000
Bellows Street On ramp	192,000	174,000
Difference in Cost	$191,000	$ 54,000

Based on the closeness of the estimates and added benefits, we feel the replacement proposal is justified at Bellows Street.

4. Portland Avenue

The widening proposal for the Portland Street structure does not require a partial detour structure. The partial detour structure is only required on the replacement proposal.

We have studied the stage construction for this structure and prints showing the required staging are attached. It is possible at this location to maintain four lanes at all times.

As stated in our report of July 18, 1973 our replacement estimate was $592,000. In reviewing in detail the staging and construction details for widening, we find our estimate should be increased from $293,000 to $415,000. This increase in cost is due to the involved staging required and addition of approach spans necessary because of excessively steep slopes. A copy of our estimate and plan and elevation drawing are attached.

The following is a comparison of costs:

	Original Proposal	Revised Proposal
Replacement	$592,000	$592,000
Widening	293,000	415,000
Difference	$299,000	$177,000

5. Pathway for Bikes and Pedestrians

As discussed before, it has been tentatively agreed upon that the bikeway will be carried across the South Umpqua River (Hospital) Bridge at a lower level below the deck and that it will be at street level prior to reaching the Bellows Street on ramp. Formal agreement has not, however, been reached with the City concerning the above or the location of the remainder of the bikeway route.

A revised bikeway layout and estimate will be submitted at a later date when final agreements have been reached.

Please review this information and give us your approval or comments as soon as possible.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

DOC:dh jf

bc: F. B. Klaboe
A. E. Johnson
V. E. Skoog
W. J. Hart
L. H. Young
J. H. Versteeg w/att.
V. D. Wolfe w/att.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 14, 1973

In reply refer to: 10-35.7

RECEIVED
AUG 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley-Fairgrounds Road Section
Pacific Highway, Douglas County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The bridge report submittal on this section of highway is superior to previous submissions and provides data for almost every question that arises. Reviewed with this submittal was the bike route plan, dated June 1973, and the Transportation Study, RWATS 1986 Transportation Plan Interim Report. These reports were included because they are source documents for some data used in your report.

Each structure has its unique features and will be discussed separately:

1. Portland Avenue - Your request to build a new overcrossing structure at this location does not appear supportable from the submittal. Except for brief periods during fair time the existing facility is adequate. When and if a bridge is constructed across the river the existing Portland Avenue structure would appear to be acceptable, even during the peak fair period. We will approve widening on the structure and subexcavating for the mainline. The request for extra cost in the construction of a detour structure does not appear warranted when the existing structure is 55 feet wide. We request that you restudy your construction detour plan.

2. Harvard Avenue Overcrossing - This is a complex problem that can only be solved by a new structure. The request for a new box girder post-tension bridge estimated to cost $690,000 is approved.

3. Bellows Street - The cost differential between removal and replacement appears excessive. Have you included a cost for the approach spans necessary with a 2.4' raising? Perhaps a different type structure such as a T-Beam might make the cost more comparable.

(more)

NOTED
A. E. [illegible]

Traffic predictions and safety measures for Bellows Street do not appear to support complete abandonment of the existing structure particularly with the installation of a GM Barrier. The roadway section could be made almost the same width as the city recommendation. This street also is not the only entrance to the school as there is access to Harvard Avenue down Madrona Street.

We ask you to restudy this location and provide us with a more detailed estimate.

4. Bellows Street Onramp - The request for the Bellows Street Onramp must be closely tied to the Bellows Street section because of the close proximity of the two structures. Also there is question about provisions for a bike ramp explained in another section of this letter.

5. Hospital Bridge - Preliminary plans for the Hospital Bridge were approved March 28, 1969. The request for an 88 foot roadway now appears unacceptable if three lanes of freeway traffic are to be maintained on the structure. The estimated period for such a condition should be a necessary item of consideration. Additional minimum widening of two 12 lanes for the temporary detour in the northbound direction would appear appropriate. We are concerned about a bicycle and pedestrian path at roadgrade.

6. Pathway for Bikes and Pedestrians - For this section of freeway a bicycle and pedestrian path to be used mainly by local people does not appear desirable at freeway level if it could be placed elsewhere. We question whether it is good operational procedure to bring school children up to the freeway grade elevation. This could conceivably introduce a safety hazard if youngsters are tempted to cross the freeway. Also it would be very noisy, bothersome, and difficult for bicyclists and pedestrians enroute to the park. If possible, a pedestrian and bicycle grade at natural ground level, the same elevation as the school, would appear to be more desirable from the user point of view. A cost for such a pathway should not include access over the Bellows ramp. Access to the fairgrounds below the roadway grade would also give bicyclists and pedestrians a much more enjoyable route and probably at no increase in cost. Please study these alternates and furnish us with the results.

Not included in your submittal was a time schedule which is necessary to evaluate the length of time needed to control traffic under the substandard conditions. This information would assist in evaluating the entire structure and roadway construction.

(more)

Throughout the section of freeway the temporary handling of traffic is expected to be complex and it should be carefully detailed on the plans.

We would be happy to meet with you and discuss this section after you have reviewed our comments.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 1 5 '73
REFER TO
FOR
Info | Surveys | R/D | D/R | Section | File

Preliminary

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name So. Umpqua Riv. (Hospital) Widg County Douglas Bridge No. 7404 A
Section and Station Garden Valley Rd - Fairgrounds Rd Highway Pacific
Estimate Made By WMT Date 9-5-73 Checked By _____ Date _____
Description: Decked widened and Bike path added through the trusses.

Estimate From
(Strike out the ones which do not apply
Calculation Book No. 1449

No plans
Sketch
Completed plans; Drawing No.
Loading HS-20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					77,440
Shoring, Cribbing, etc.	All					150,000
Structural Excavation	Cu.Yd.			1835	6.00	11,010
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.					
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each					
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class A Concrete	Cu.Yd.	1256	2051	3307	115.00	380 305
Epoxy Grout	Cu. Yd.			22	250.00	5,500
Metal Reinforcement	Lbs.	145,940	442,860	588,800	0.16	94,208
Structural A36 Steel	Lbs.		317,554	317,554	0.55	493,655
Structural A441 Steel	Lbs.		261,616	261,616	0.55	143,889
Prestressing Steel	Lbs.					
Pestr. Conc. Type II 55' Bms	Each			13	1400.00	17,200
Prestr. Conc. Type IV 91' Box	Each			13	2600.00	33,124
Rail # 77214	Lin.Ft.			1226	14.00	22,668
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.			90	5.00	450
Approach Slab	Sq.Yd.			428	23.00	9844
Expan. Joint Type "C"	Lin. Ft.			104	30.00	2120
Expan Joint Type 300 "A"	Lin Ft.			432	50.00	21,600
Expan Joint Type "R"	Lin Ft.			715	25.00	17,875
Removal of Existing Structure	Sq. Ft.			45,000	3.00	135,000
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	15,000

Subtotal 1,635,247
Plus 20 Percent for Engineering & Contingencies 335,000
TOTAL COST $ 1,751,000

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

PRELIMINARY

Bridge Name BELLOWS STREET OXING County _____ Bridge No. _____
Section and Station _____ Highway _____
Estimate Made By GWV Date 8-23-73 Checked By _____ Date _____
Description
50'- 74'- 54' RCBG

Estimate From ~~No plans~~
(Strike out the ones Sketch
which do not apply ~~Completed plans; Drawing No.~~
Calculation Book No. _____ Loading HS 20 - 44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					15,000.00
Shoring, Cribbing, etc.	All					10,000.00
Structural Excavation	Cu.Yd.	450	-	450	8.00	3,600.00
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling 24 x 53' + 96 (S.)	Lin.Ft.	2880	-	2880	6.00	17,280.00
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each	120	-	120	130.00	15,600.00
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class A Concrete	Cu.Yd.	260	1317	1577	120.00	182,040.00
Metal Reinforcement @ 50 & 35	Lbs.	65,000	460,950	526,000	15¢	77,680
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.	300	-	300	13.00	3,900.00
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.	100	-	100	4.00	400.00
Approach Slab	Sq.Yd.	-	600	600	10.00	6,000.00
Removal of old Bridge	All	-	-	-	-	15,000.00
Maintenance of Traffic	All	-	-	-	-	6,000.00

Subtotal _____ $ 370,000.00
Plus 20 Percent for Engineering & Contingencies 74,000.00
TOTAL COST $ 444,000.00

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

PRELIMINARY

Bridge Name Hwy Access Oxing of Bellows County Douglas Bridge No. 7668B
Section and Station _____ Highway Pacific (I-5)
Estimate Made By GWV Date 9-6-73 Checked By _____ Date _____
Description 55'-73'-43' RCBG

Estimate From ~~No plans~~
(Strike out the ones Sketch
which do not apply ~~Completed plans; Drawing No.~~
Calculation Book No. _____ Loading HS-20

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					9,000 00
Shoring, Cribbing, etc.	All					7,000 00
Structural Excavation	Cu.Yd.	365	-	365	8 00	2,900 00
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling 12 @ 45' & 40 @ 20'	Lin.Ft.	1200	-	1200	6 00	7,200 00
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each	52	-	52	130 00	6,750 00
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class "A" Concrete	Cu.Yd.	220	375	595	130 00	77,400 00
Metal Reinforcement @ 250 & 350 #/yd³	Lbs.	55,000	131,000	186,000	18 ¢	33,500 00
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.	300	-	300	13 00	3900 00
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.	-	270	270	10 00	2,700 00
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	
Subtotal						151,000 00
Plus 20 Percent for Engineering & Contingencies						30,000 00
TOTAL COST $						181,000 00

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

PRELIMINARY

Bridge Name BELLOWS ST-O'XING County DOUGLAS Bridge No. 7668A
Section and Station _____ Highway PACIFIC
Estimate Made By GWV Date 8-27-73 Checked By _____ Date _____
Description 50' WIDENING OF EXSTG. 36-48-36 RCBG (ADD 12' APPROACH SPANS TO EXSTG. STRUCTURE & WIDEN WITH 48-48-48 RCBG

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; Drawing No.
Calculation Book No. _____ Loading HS-20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					14,000.00
Shoring, Cribbing, etc.	All					12,000.00
Structural Excavation	Cu.Yd.	200	–	200	8.00	1,600.00
Excavation RETAINING WALLS	Cu.Yd.	580	–	580	10.00	5,800.00
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling 42 @ 45' & 32 @ 25'	Lin.Ft.	2320	–	2320	6.00	13,900.00
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each	74	–	74	130.00	9,600.00
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class "A" Concrete in Structure	Cu.Yd.	155	494	649	120.00	77,880.00
Class "A" concrete in Ret. Walls	Cu.Yd.	190	–	190	120.00	22,800.00
Metal Reinforcement @ 200 & 355 #/yd³	Lbs.	31,000	172,900	204,000	18 ¢	36,720.00
" " in Walls @ 100 #/yd³	Lb.	19,000	–	19,000	18 ¢	3,420.00
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Surfacing on I-5 to correct superelevation	ALL			–	–	7,000.00
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.	200	–	200	13.00	2,600.00
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.	100	–	100	4.00	400.00
Approach Slab	Sq.Yd.	–	600	600	10.00	6,000.00
Raise existing superstr.	Sq Ft		6000	6000	12.00	72,000.00
Remove part of existing superstr. & remodel old Br.	ALL			ALL	–	18,000.00
REMOVE EXISTG. FTGS @ BTS 2 & 3	ALL			ALL	–	7,000.00
Removal of old Bridge	All	–	–	–	–	
Maintenance of Traffic	All	–	–	–	–	20,000.00
					Subtotal	331,000.00
					Plus 20 Percent for Engineering & Contingencies	66,000.00
					TOTAL COST $	397,000.00

PRELIMINARY

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Hwy Access Oving of Bellows County Douglas Bridge No. 7668B
Section and Station _____ Highway Pacific (I-5)
Estimate Made By GWV Date 3-31-73 Checked By _____ Date _____
Description 40'-63'-40' R.C. Slab.

Estimate From ~~No plans~~ (To be used if existing structure is widened)
(Strike out the ones which do not apply) Sketch
~~Completed plans; Drawing No.~~
Calculation Book No. _____ Loading HS-20

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					8,000.00
Shoring, Cribbing, etc.	All					6000.00
Structural Excavation	Cu.Yd.	325	-	325	8.00	2600.00
Excavation - Retaining Wall	Cu.Yd.	110	-	110	8.00	880.00
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.	1120	-	1120	6.00	6720.00
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each					
Splice Steel Piles	Each	46	-	46	130.00	5720.00
Drive Prestressed Conc. Piling	Each					
Class "A" Concrete - Structure	Cu.Yd.	200	414	614	110.00	67,500.00
" " " Retaining Wall	Cu.Yd.	46	-	46	110.00	5,100.00
~~250~~ 350 #/yd³ Metal Reinforcement - Structure	Lbs.	50,000	147,000	197,000	18¢	35,500.00
" " Ret Wall	Lbs.	2500	-	2,500	18¢	450.00
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.	300	-	300	13.00	3,900.00
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab 2 (30' x 34' x 7")	Sq.Yd.	-	270	270	10.00	2,700.00
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal _____ 145,000.00
Plus 20 Percent for Engineering & Contingencies 29,000.00
TOTAL COST $ 174,000.00

PRELIMINARY

OREGON STATE HIGHWAY DIVISIO'
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name PORTLAND ST OXING WIDENING County DOUGLAS Bridge No. 7670A
Section and Station _____ Highway PACIFIC (I-5)
Estimate Made By GWV Date 8-30-73 Checked By _____ Date _____
Description WIDEN EXISTING 30-40'-30' RCDG 16' ea side - Add 15' Approach spans of sidewalks with retaining walls on Portland St.

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; Drawing No.
Calculation Book No. _____ Loading HS-20

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct	Total	Rate	Amount
Mobilization	All					15,000 00
Shoring, Cribbing, etc.	All					12,000 00
Structural Excavation	Cu.Yd.	440	—	440	8 00	3,500 00
Excavation-Retaining Walls UNDER STRUCTURE	Cu.Yd.	680	—	680	15 00	10,200 00
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.	1380	—	1380	6 00	8,300 00
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each	46	—	46	180 00	8,300 00
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class "A" Concrete in Structure	Cu.Yd.	150	382	532	120 00	63,840 00
" " " " Ret Walls	Cu Yd.	190	—	190	120 00	22,800 00
Metal Reinforcement - Structure 220 430	Lbs.	37,500	133,700	171,000	0 18	30,800 00
" " - Ret. Walls		12000	—	12000	18	2,200 00
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.	510	—	510	15 00	6,600 00
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.	415	—	415	10 00	4150 00
Remove Portion of Ends, Ea.	All			—		13,200 00
Back fill behind wall UNDER STRUCTURE	Cu.Yd.	330			6 00	1,980 00
Lower Mainline & Maint. of Traffic						
Removal of old Bridge	All	-	-	-	-	132,000 00
Maintenance of Traffic	All	-	-	-	-	
Subtotal						346,000 00
Plus 20 Percent for Engineering & Contingencies						69,000 00
TOTAL COST $						415,000 00

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 13, 1973

TO R.L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

SUBJECT FINAL
Environmental Impact Statement
Garden Valley Road-Fairgrounds Interchange Section
Roseburg
Pacific Highway No. 1 (1-5)
Douglas County, Oregon

The subject environmental statement has been reviewed by the Environmental Study Committee.

The committee has appraised the natural and social impacts included and has found that the statement adequately covers these phases of the project. If you agree, please sign the title sheet and return for distribution.

Attachment

cc: F.B. Klaboe w/att.
J.H. Versteeg
Victor D. Wolfe
L.H. Young
Don Byard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 14 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive Keep
Do not File
Return To
Bring Up
Other

8002

FORM E-30 (REV 10-62)

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1973

To:

SUBJECT: Garden Valley Road-Fairgrounds Bikeway
Interstate 5
Douglas County

MEMO TO FILES

NOTED
E. S. HUNTER

August 29 I met with the following persons to discuss subject bikeway location in Roseburg:

Alfred Bates, Resident Engineer, OSHD
Glen L. Clark, Region Traffic Engineer, OSHD
J.X. Wilson, Region Construction Engineer, OSHD
Alfred Shirley, Jr., Region Engineer, OSHD
Wendell Smith, Bus Manager, Roseburg Schools
Charles Wuergler, Police Chief, Roseburg
Stan Stafford, Parks & Recreation Director, Roseburg
Al Spangler, Parks & Recreation Dept., Roseburg
Don Bentz, Public Works Director, Roseburg
Robert Van Victor, Umpqua Bike Club, Roseburg
Tom Lowe, FHWA, Salem

The entire bikeway plan along I-5 was presented with two alternate locations on the river crossing structure. Alternate 1 is at grade with the freeway and Alternate 2 is located under the structure. Pros and cons of each location were discussed thoroughly and I stated that the Highway Division preferred the at grade location.

I asked that the City of Roseburg state in writing which location they desired. If the lower location were selected, the City would be required to perform normal maintenance on the bikeway and power costs to illuminate it. Maintenance and power costs were agreed upon by City representatives.

The type of fencing or cage on the structure was also discussed if the lower bikeway location were selected. I asked for recommendations as to the type of fencing or cage preferred, indicating our preference was toward the total encagement of the bikeway.

RECEIVED
SEP 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

In view of the comments received at the meeting, it is my opinion that the lower location will be selected.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
Alfred Shirley, Jr
Walt Hart
J.H. Versteeg
D.N. Harwell
Thomas P. Lowe, FHWA

8002

August 28, 1973

Glen L. Green
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Subject: Ineligibility Notification 35-73-Fin-25
File 44914 - Aten
Garden Valley Road-Fairgrounds Section
Pacific Highway
Douglas County

We appreciate your quick response to our previous letter of May 23, 1973, in which you restored files 44913 and 44915 to full participation. I cannot understand, however, the reason this particular file relative to the Federal Sign and Signal Corporation sign was not also restored in light of Jack Sollis' May 4, 1973, letter which gives a legal basis for full participation.

The sign company in making this sign and placing it on a building such as the Hills Cafe must from a practical sense demand a certain number of months' rent prior to the construction of it. The sign itself has no value whatsoever at any other location and for any other person. The five year rental agreement was in fact a binding contract and the substance for the manufacture of the sign. When this contract was frustrated by the process of eminent domain I believe it could not be settled in any other way than by paying this sign company its minimum rental value. If for any reason Hills Cafe went out of business that amount of money would have been forthcoming to Federal Sign and Signal Corporation. The only exception to this would be fire, which risk was carried by the company.

On the basis of the legal opinion and because of the practical sense, I recommend this file be restored to complete participation.

JBB:CM

cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchel

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 23, 1973

TO Glen Green, Division Engineer
Federal Highway Administration

FROM J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

SUBJECT Files 44913, 44914 and 44915, Garden Valley Road-Fairgrounds, Pacific Highway, Douglas County, Project I-5-3(77)126

RECEIVED
STATE HWY ENGR
MAY 24 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The above files were cited in Federal Highway Administration Ineligibility Notification 35-72-FIN-49 for treatment of the purchase of signs or sign rights.

It was requested that the State obtain a legal opinion as to whether the signs should be considered as real or personal property. The attached letters from Mr. Jack L. Sollis and Mr. Leonard Lindas set forth the State's position in this situation. As Mr. Sollis and Mr. Lindas indicate it is at the sign owner's option whether signs are to be considered real or personal property. Please note Mr. Sollis' second letter dated May 4, 1973, which supplements the letter dated April 19, 1973. In this letter he indicates that the manner of terminating the unexpired portion of the Federal sign lease was a correct and permissible procedure. The lease, which the State frustrated, specified the terms by which the lease was to be cancelled by the lessee. The State in purchasing the property assumed or became responsible for the obligations of the lessee. This sign purchase, under terms of the lease, did not include the physical sign structure.

NOTED
A. E. Johnson

You have asked for an expansion of the State's review of the sign appraisals. Mr. Brenneman's sign appraisals were ordered when it was discovered the signs were considerably

undervalued by Mr. H. J. Harstick in that no consideration was given to the leases by the Roseburg Neon Sign Company and Federal Sign Company with the various grantors on subject properties.

Mr. Brenneman was selected because he is actively engaged in the sign business at the Medford Neon Sign Company. His qualifications are satisfactory, and it is considered that he valued the signs fairly and at current market value.

Mr. Harstick's values were considered to be very conservative and of course were a year and three months old. It was felt Mr. Harstick's depreciation rate when considering the conditions and remaining life of the signs was much too great. His values, of course, were not current. Mr. Harstick had left the State's employ and was not asked to update.

With the value of the unexpired leases, considering the contractual obligations, the cost approaches by Mr. Harstick were ridiculously low. Mr. Brennemans' appraisals were felt to be much more realistic and equitable. The State was faced with filing a condemnation complaint and Mr. Brenneman would have been a much more effective witness if negotiations had not been successful.

Your concurrence in the above procedures and the full restoration of participation is requested.

attachment

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
M. R. Mitchell

5003

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley-Fairgrounds Road Section
Pacific Highway, Douglas County

DATE: August 14, 1973

In reply refer to: 10-35.7

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The bridge report submittal on this section of highway is superior to previous submissions and provides data for almost every question that arises. Reviewed with this submittal was the bike route plan, dated June 1973, and the Transportation Study, RWATS 1986 Transportation Plan Interim Report. These reports were included because they are source documents for some data used in your report.

Each structure has its unique features and will be discussed separately:

1. Portland Avenue - Your request to build a new overcrossing structure at this location does not appear supportable from the submittal. Except for brief periods during fair time the existing facility is adequate. When and if a bridge is constructed across the river the existing Portland Avenue structure would appear to be acceptable, even during the peak fair period. We will approve widening on the structure and subexcavating for the mainline. The request for extra cost in the construction of a detour structure does not appear warranted when the existing structure is 55 feet wide. We request that you restudy your construction detour plan.

2. Harvard Avenue Overcrossing - This is a complex problem that can only be solved by a new structure. The request for a new box girder post-tension bridge estimated to cost $690,000 is approved.

Original
8-16-73

3. Bellows Street - The cost differential between removal and replacement appears excessive. Have you included a cost for the approach spans necessary with a 2.4' raising? Perhaps a different type structure such as a T-Beam might make the cost more comparable.

(more)

Traffic predictions and safety measures for Bellows Street do not appear to support complete abandonment of the existing structure particularly with the installation of a GM Barrier. The roadway section could be made almost the same width as the city recommendation. This street also is not the only entrance to the school as there is access to Harvard Avenue down Madrona Street.

We ask you to restudy this location and provide us with a more detailed estimate.

4. Bellows Street Onramp - The request for the Bellows Street Onramp must be closely tied to the Bellows Street section because of the close proximity of the two structures. Also there is question about provisions for a bike ramp explained in another section of this letter.

5. Hospital Bridge - Preliminary plans for the Hospital Bridge were approved March 28, 1969. The request for an 88 foot roadway now appears unacceptable if three lanes of freeway traffic are to be maintained on the structure. The estimated period for such a condition should be a necessary item of consideration. Additional minimum widening of two 12 lanes for the temporary detour in the northbound direction would appear appropriate. We are concerned about a bicycle and pedestrian path at roadgrade.

6. Pathway for Bikes and Pedestrians - For this section of freeway a bicycle and pedestrian path to be used mainly by local people does not appear desirable at freeway level if it could be placed elsewhere. We question whether it is good operational procedure to bring school children up to the freeway grade elevation. This could conceivably introduce a safety hazard if youngsters are tempted to cross the freeway. Also it would be very noisy, bothersome, and difficult for bicyclists and pedestrians enroute to the park. If possible, a pedestrian and bicycle grade at natural ground level, the same elevation as the school, would appear to be more desirable from the user point of view. A cost for such a pathway should not include access over the Bellows ramp. Access to the fairgrounds below the roadway grade would also give bicyclists and pedestrians a much more enjoyable route and probably at no increase in cost. Please study these alternates and furnish us with the results.

Not included in your submittal was a time schedule which is necessary to evaluate the length of time needed to control traffic under the substandard conditions. This information would assist in evaluating the entire structure and roadway construction.

(more)

Throughout the section of freeway the temporary handling of traffic is expected to be complex and it should be carefully detailed on the plans.

We would be happy to meet with you and discuss this section after you have reviewed our comments.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 15 '73
REFER TO
FOR

I-5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1973

TO Memorandum to the Files

FROM J. H. Versteeg, Road Design Engineer

SUBJECT **Garden Valley-Fairgrounds Road Section**
I-5

The City of Roseburg does not have regulations that would control contractor operating hours within this city. It would be my suggestion that we consider some controls in the specifications to avoid conflicts with the two hospitals and the people living adjacent to this project. This also might forestall a claim from the contractor if his activities were curtailed during the life of the contract.

JHV:jh
cc: A. D. Olson
C. G. Swenson
Bud Shirley

RECEIVED
AUG 8 1973
ROAD DESIGN SECTION

Reply Requested
Approval Requested
Review and Return
Do not File
Return To
Bring up
Other

REFERRED TO

Cole, Reed, Eriksen, Sample, Hager, Watson

Return, Forward, Discuss, File

BY FINAL DESIGN ENGINEER

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1973

TO Memorandum to the Files

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Garden Valley-Fairgrounds Road Section
I-5

The City of Roseburg does not have regulations that would control contractor operating hours within this city. It would be my suggestion that we consider some controls in the specifications to avoid conflicts with the two hospitals and the people living adjacent to this project. This also might forestall a claim from the contractor if his activities were curtailed during the life of the contract.

JHV:jh
cc: A. D. Olson
C. G. Swenson
Bud Shirley

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

RECEIVED
AUG 8 1973
ROAD DESIGN SECTION

Vossing
A. Olsen
Terpin
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring up
Other

8003 Garden Valley Rd.-Fairgrounds 1974
Int. Sec. of the Pacific Hwy.
(Grad., pav., struct., sign. & ill.)#3

LA-4527

I-5

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 31, 1973

SUBJECT: Purchase Requisition 1.811
Garden Valley Rd.-Fairgrounds Int. Sec.
Pacific Highway
Douglas County

To: Victor D. Wolfe
Location Engineer
S A L E M

Attention George Wills

In line with what we discussed yesterday, attached is a Purchase Requisition for contract drilling on the above section.

Information to be obtained by the proposed drilling is needed to complete final plans for the project and must be begun as soon as possible.

As far as we can determine by contacts with our people and checking around the State, plus our own past experience, Jensen Drilling Co. is probably the only outfit capable of the core drilling required. Our own drill rigs having the necessary capabilities are busy on other projects and will not be available for quite some period of time.

One further problem we face is that Jensen has other work contracted and coming up very shortly. If we can't put him to work in a short period of time, we will not have him available.

To prevent additional delays in getting to contract on this project, we need to push hard to secure approval of this Purchase Requisition.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc J. H. Versteeg
Elliott Parker
A. W. Bates

1
2
T

RECEIVED
ROAD DESIGN SECTION

Form A-34 (Rev. 10-70)

OREGON STATE HIGHWAY DIVISION

Purchase Requisition

FOR FIELD OFFICES, FIELD CREWS, AND SHOPS

№ 12811

To REQUISITION OFFICE—

Roseburg, *Oregon*

July 31, *19*73

Please order the following items to be delivered as stated hereon:

Ship to OREGON STATE HIGHWAY DIVISION

Care of Elliott Parker, Region Geologist

Street P. O. Box 1128

City Roseburg, Oregon *Zip Code* 97470

Signed Elliott Parker

Approved 7-31, *19*73

J. X. Wilson
Regional Engineer or Unit Head

Approved ....., *19*.....

Section Head

All requisitions for construction materials of any kind must show the purpose for which the materials are to be used, and the order to which they are to be charged.

Quantity Ordered	Unit	DESCRIPTION	Cost Distribution
430	feet	Diamond Cove Drill Hole, 2.155 Inches in diameter ("N" series size) or larger. The holes to be drilled at five separate "set-ups" with specified depths and locations as follows:	610-1935-910
		Station — Distance from Center Line — Depth	
		2565+30 — 150' Right — 120'	
		2564+30 — 220' " — 150'	
		2560+50 — 150' " — 60'	
		2559+60 — 185' " — 50'	
		2558+40 — 240' " — 50'	
Please Note:		The Region III Core Drill is incapable of drilling the deeper holes and all other OSHD drills are tied up on other projects. Efforts to obtain bids from "Diamond Core Drill Co." in Medford and from "Jensen Drilling Co. in Springfield" have resulted in a $13/foot bid from Jensen--Ray Hageman of Diamond Core Drill Co. in Medford will be out of town for another week. The Jensen Drilling Co. crew and equipment is available to begin work immediately and has done very satisfactory contract drilling for us in the past. There are no other known local drilling contractors.	

Approved for purchase request ..... *Purchase request forwarded* .....

Purchase Request Number *Office Number*

SP 72891-734

ORIGINAL—Copy for Requisition Office

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM [illegible]

[illegible] BALDWIN
Administrator of Highways

Mr. J. E. Mattravers, President
Myrtle Creek Lions Club
c/o Pacific Power & Light Co.
123 E. 1st
Myrtle Creek, OR 97457

July 30, 1973

Dear Mr. Mattravers:

During my meeting with your organization on the 3rd of July, I said that I would obtain several answers for you.

On the first one, the Bridge Design Section has studied the feasibility of widening the existing South Umpqua River Bridge and it is feasible by widening on both sides to provide a 32 ft. wide roadway. However, this is very, very costly. The Bridge Design Section estimates this cost at $720,000.

Secondly, the bridge is quite low on our bridge replacement list quite probably because structurally it is in good condition. It appears to me that widening or replacement of this bridge is a long time in the future as far as our planning is concerned.

Very truly yours,

ORIGINAL [illegible]

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc E. S. Hunter

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 5, 1973

Commander (oan)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

South Umpqua River (Hospital) Bridge
Interstate Highway 5 (I-5)
Garden Valley-Fairgrounds Road Section
Bridge Widening - Bridge Permit

Your letter of May 23, 1972, indicates your acceptance of the navigability of the Umpqua River as determined by the Corps of Engineers. This determination states that river is navigable from the Pacific Ocean to the I-5 bridge at Roseburg, a distance of 122.2 miles.

There are two I-5 bridges at Roseburg, one on the north fork and one on the south fork. It is unclear as to which structure is involved. In either case, we believe that the determination indicates that the navigable length extends to but does not include the structure.

It is our intent to widen the structure on the south fork as a portion of a highway construction contract to be awarded approximately August 1, 1973.

In accord with our interpretation of the limit of navigability of the Umpqua River, we believe this widening work will not require a bridge permit from the Coast Guard. Your concurrence or comments on this matter is requested. Because of the proposed date of award, a prompt reply will be appreciated.

Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

RWE:ag jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
J. H. Versteeg

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 8, 1972
Salem, Oregon

To: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

SUBJECT:
South Umpqua River (Hospital) Bridge
I-5
Douglas County
Bridge No. 7404
Widening

This is in answer to your inquiry regarding traffic handling during the widening and deck replacement of the subject structure.

If north and southbound traffic can be accommodated by one lane each, the 34-foot proposed widening can be constructed and used to provide one lane each for two-way traffic while the old deck is removed and replaced. This will require that construction be such that the trusses, beams and deck of the widened section are not attached to the existing structure. This can be done.

R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
F. Hall
W. Hart
L. Wallace
A. Rear

NOTED
E. S. HUNTER

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-5

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 25, 1973

SUBJECT: Proposed Waste Area Sites (Fairgrounds)
Garden Valley- Fairgrounds Section
Pacific Highway

To:

Lyle Watson,
Design Section
Salem

Attached is a map and typical sections submitted by Douglas County for consideration as to a proposed waste area site on subject project.

Area 1 and 2 were submitted, and forwarded by this office, at an earlier date. Area 3 is now requested for designation as a waste area site and is included on the attached map.

Summary:

Area No. 1 =	22,000 Cu.Yds.
Area No. 2 =	91,000 Cu.Yds.
Area No. 3 =	25,000 Cu.Yds.
Total =	138,000 Cu.Yds.

Alfred W. Bates,
Resident Engineer

AWB/ww
cc: Region 3

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		Watson	✓
Return	☐	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

1 J
2 T
3

JUL 27 1973

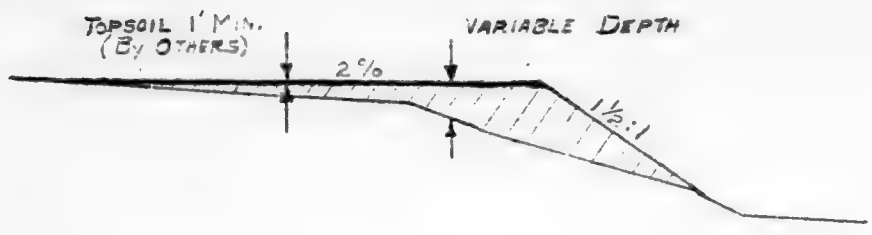
R. Olsen
Trout

ROAD DESIGN SECTION

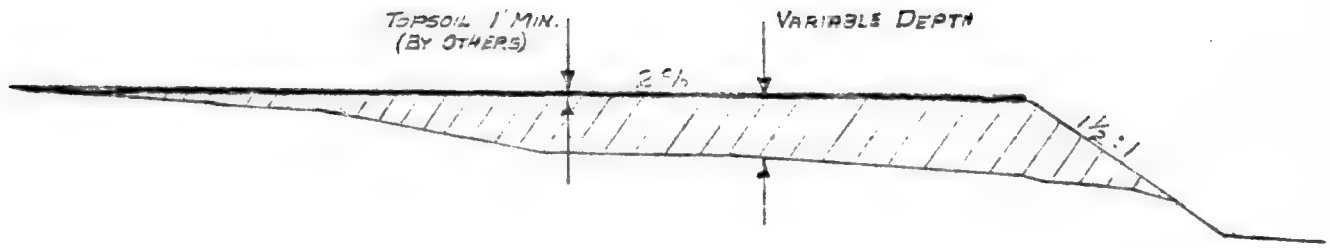
Date
Return To
Bring Up
Other

PROPOSED WASTE AREAS (FAIRGROUNDS)
TYPICAL CROSS SECTIONS
JULY, 1973
NO SCALE

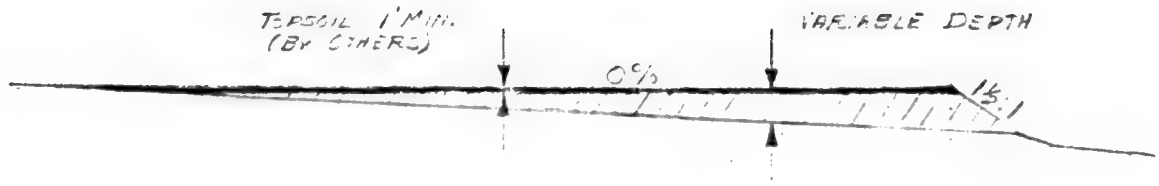
AREA # 1



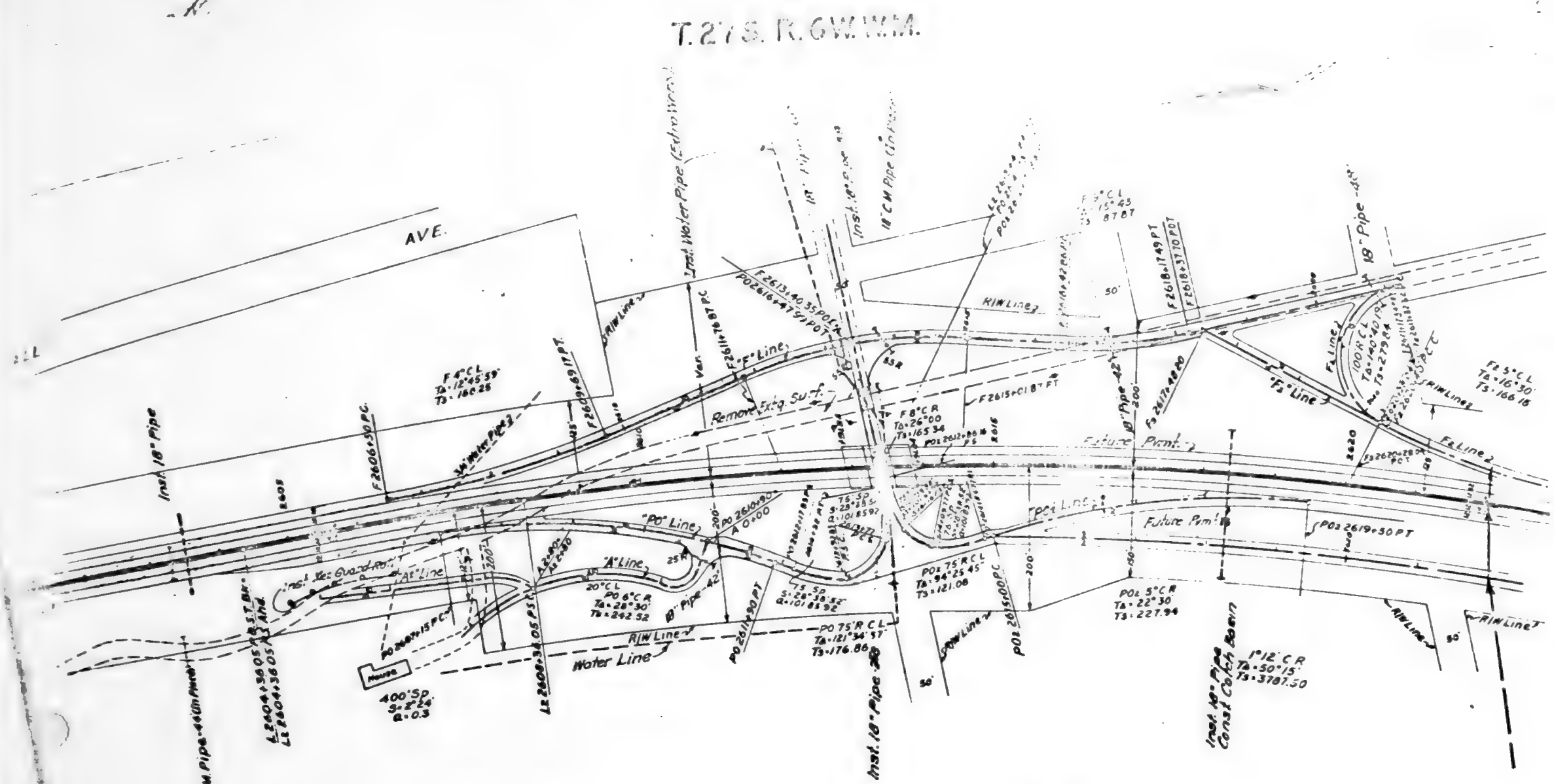
AREA # 2



AREA # 3

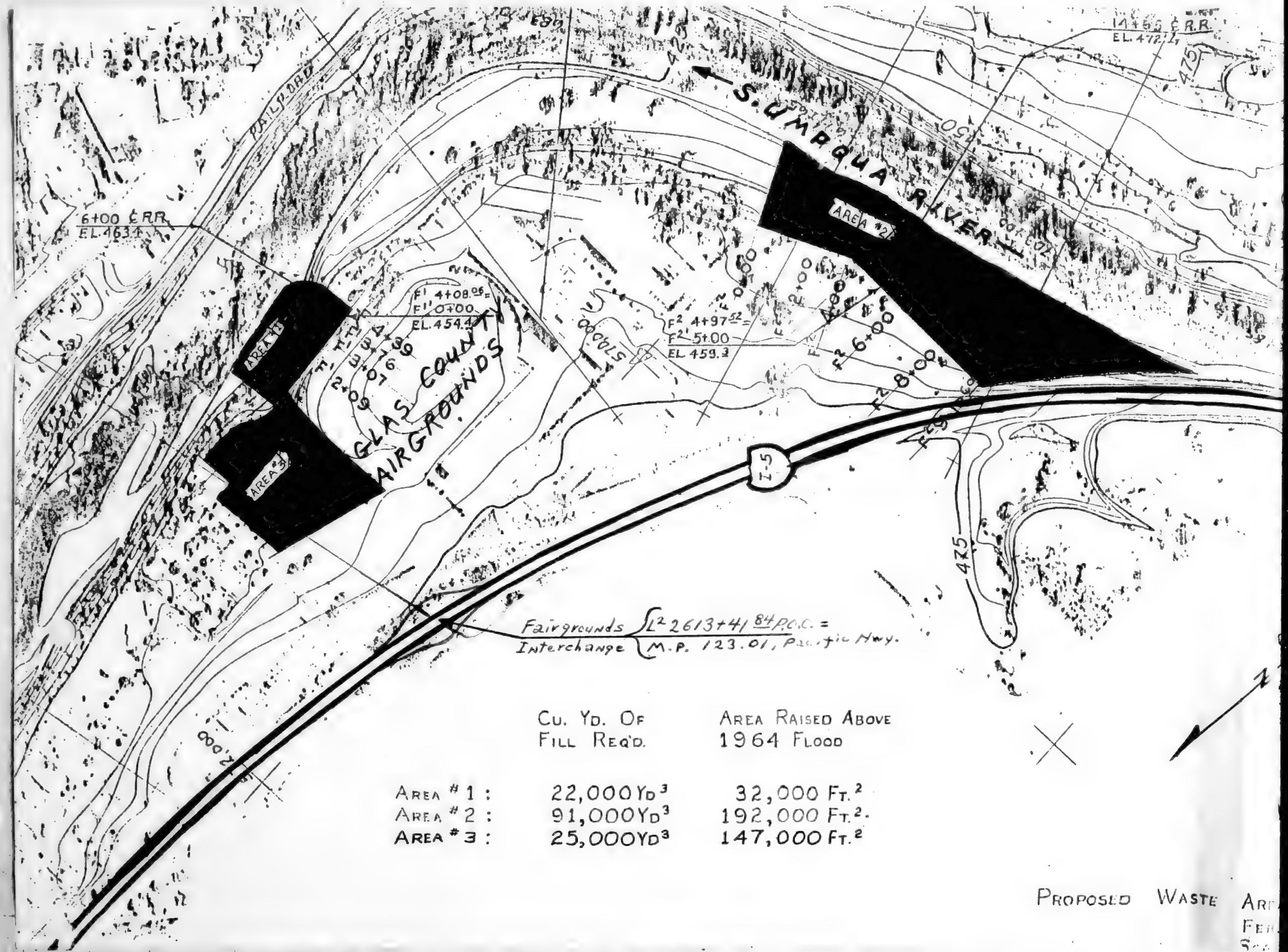


T.27S. R.6W.W.M.



FAIRGROUNDS INTR.

PACIFIC HWY. I-5



	Cu. Yd. Of Fill Req'd.	Area Raised Above 1964 Flood
Area #1:	22,000 Yd³	32,000 Ft.²
Area #2:	91,000 Yd³	192,000 Ft.².
Area #3:	25,000 Yd³	147,000 Ft.²

Proposed Waste Ar
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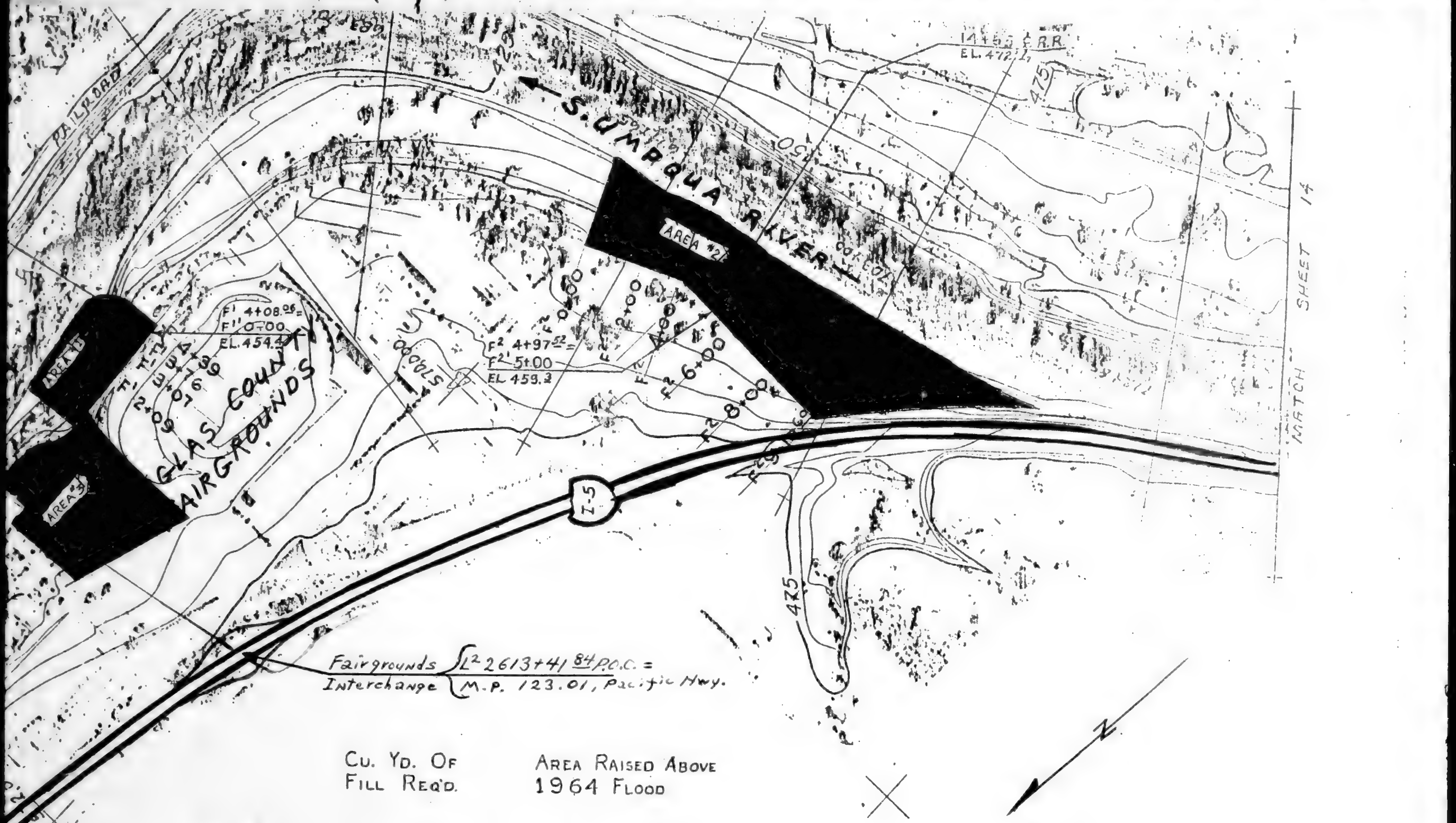
S



	Cu. Yd. Of Fill Req'd.	Area Raised Above 1964 Flood
Area #1:	22,000 Yd^3	32,000 $Ft.^2$
Area #2:	91,000 Yd^3	192,000 $Ft.^2$
Area #3:	25,000 Yd^3	147,000 $Ft.^2$

Proposed Waste Areas (Fairgrounds)
Feb. 197[illegible]
Scale 1" = [illegible]'

OREGON STATE
HIGHWAY DEPARTMENT

P.O. Box 1128
Roseburg, Or
January 11, 1973

Mr. George E. Grubb
Douglas County Road Dept.
Room 219, Court House
Roseburg, Oregon 97470

Re: Garden Valley- Fairgrounds
Mt. Nebo Waste Area

Dear Mr. Grubb,

I have received your letter concerning the leveling of two areas of the Fairgrounds with material from Mt. Nebo.

I will need a plan of the Fairgrounds with areas marked thereon, and either permits or statements that a permit is not needed, from the State Land Board, Department of Environmental Quality, and the County Planning Commission.

Sincerely,

Alfred W. Bates,
Resident Engineer

REFERRED TO
Cole Reed
Eriksen Sample
Heger Watson
Return Forward
Discuss File
BY FINAL DESIGN ENGINEER

Roseburg

I-5

Salem, Oregon

July 23, 1973

Mr. Alfred Shirley Jr., Region III Engineer

L. K. Watson, Design Team Supervisor

Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

Additional field information is required to complete the design on the above section. Enclosed is Sheet No. 9 with the desired information noted in red. The 24" storm sewer has been sized to take care of possible future development of the hillside to the west of the interchange.

Can the outlet of this sewer be by ditch or by sewer pipe? Should the outlet extend to the river?

LKW:jg
Encl.
cc: L. K. Watson

1 J
Vanstee
A Olson
2 T
Tarpin
Scott
Swenson
R. Olson
Trout
RECEIVED
JUL 23 19
ROAD DESIGN SECTION
Bring up
Other

8003

July 23, 1973

Mr. Donald W. McMorris
2435 South Umatilla Street
Albany, OR 97321

Dear Mr. McMorris:

I am sorry to hear about the recent accident you were involved in on I-5 south of the Mt. Nebo curve, but very glad that it was not serious.

Plans are being prepared for the reconstruction of this section of highway and we plan to let the project this winter or early next spring. The project will flatten the Mt. Nebo curve and will introduce a number of safety features throughout the area. We hope that with the proposed roadway improvements, signs such as you suggest will not be necessary.

Thank you for taking time to write.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
L. E. George
A. J. Shirley (enc.)

RDT:ds dpy

REFERRED TO
Klaboe
BY ADMINISTRATIVE SERVICES

RECEIVED
STATE HWY ENGR
JUL 17 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

Albany, Oregon
July 13, 1973

Oregon State Highway Department
Salem,
Oregon

Gentlemen,

We were involved in a traffic accident, July 8, 1973, on interstate highway I-5, just South of a location called Mt. Nebu curve. We feel that the major contributing factor in this accident was a lack of flagman or warning of an earlier accident half a mile South, which caused traffic to be stopped. Fortunately, our accident was of minor consequence, however it had all the requisites of a multiple tragedy.

I would respectfully suggest your immediate, even urgent, consideration of the installation of warning signs, similar to those north of Albany, which might be placed immediately north of this curve, and might be activated when an accident occurs. Police, wrecker operators, ambulance attendants, and Roseburg residents interviewed confirm that this is indeed an extremely hazardous location and suggest that several deaths have occurred subsequent to an accident here. Further deaths might be prevented by an adequate warning device.

RECEIVED
JUL 17 1973
TRAFFIC ENGINEERING

NOTED
A. E. JOHNSON

Sincerely,

Donald W. McMorris

Donald W. McMorris
2435 S. Umatilla St.
Albany, Oregon 97321

cc. Douglas County District Court

RECEIVED
JUL 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

8003

July 18, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Structure and Bike Path Proposal Reports
Garden Valley-Fairgrounds Road Section
Pacific Highway
Douglas County

Due to the complex nature of this project, the questions raised subsequent to our original submittal of April 9, 1973 and the proposed addition of a bikeway, we have compiled the attached reports for your review and approval.

The two reports include:

1. A discussion and analysis of the traffic, handling of traffic during construction, and the proposed widening and replacement of structures.

2. A report covering the needs and benefits of a bikeway along this section of freeway.

We would appreciate your early consideration and approval of our recommendations contained in these reports.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
DOC:dh/ESH:jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
J. H. Versteeg w/att.
V. D. Wolfe w/att.

INTERSTATE 5 BIKEWAY
GARDEN VALLEY ROAD-FAIRGROUNDS INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

This report is an evaluation of the feasibility of constructing a bikeway as part of the project for reconstruction of the Pacific Highway (I-5) between Garden Valley Road and the Douglas County Fairgrounds.

Part of the bikeway would lie within the limits of the City of Roseburg in Douglas County, Oregon (location shown on Map 1). The current Roseburg area bikeway plan is shown on Map 2, and the corridor of the route, with a typical section, on Map 3.

The recommended route for the bikeway is 1.5 miles in length. Maximum gradients are 330 feet of 5% grade at the northern connection to the Stewart Park Bikeway and 375 feet of 5% grade at the southern connection with Kendall Street.

There is strong public support for this bikeway, as evidenced by the letters from the City of Roseburg, Region Construction Engineer, Roseburg Public Schools, and Douglas County Fair Board enclosed. The Roseburg City Park Director (see letter in appendix) anticipates that daily usage on the northern segment of the bikeway (from the northern access ramp to Harvard Avenue) would vary from 50 to 550, with an average of 300. This would include high school students moving both on bicycles and on foot, other pedestrians and bicyclists, joggers and runners, and Veterans' Administration

patients in wheel chairs. The southern segment of the bikeway (from Harvard Avenue to the Douglas County Fairgrounds) would provide an alternate access to the county fairgrounds and the Douglas County Museum (which is located at the fairgrounds). The bikeway would fit into the master plan for bikeways to be constructed by Douglas County and the city of Roseburg, forming a link between other routes to be constructed and maintained by these local governments.

The principal trip generators for the bikeway will be Stewart Park, the Roseburg High School, the central business district, and the Douglas County Fairgrounds and Museum.

The north end of the bikeway would connect with an existing city-built trail (2C on Map No. 2) that provides access to Stewart Park. The City plans to extend this trail eastward along the north bank of the South Umpqua River to reach the central business district. The section extending east from I-5 to Cedar Street (5C on Map No. 2, 0.5 mile) will be constructed in 1973 with city and county funds, and with Bureau of Recreation participation (BOR has approved the project). This project also includes construction of a 0.5 mile westward extension of the Stewart Park bikeway (6C on Map No. 2). In 1974-75, extension of the Umpqua River bikeway (10C on Map No. 2) from Cedar Street to Winchester Street is proposed. Extension of the Stewart Park bikeway (8C and 9C on Map No. 2) as far as Garden Valley Road is proposed for the same year.

A second bikeway access would be constructed at the Harvard Avenue Interchange, where the Roseburg High School is located. This access would also serve the central business district via the Oak Avenue and Washington Avenue Bridges across the South Umpqua River. The south end of the bikeway would provide access to the Douglas County Fairgrounds, which at present can only be reached from the high-speed lanes of the Pacific Highway (I-5).

Over most of the bikeway's length, it would be a two-way Class I facility, eight feet in width and fully separated from the motor vehicle travel lanes by a concrete shoulder barrier. There are two alternatives (an upper and a lower alignment) for the South Umpqua River crossing. The upper alignment, (shown in green on Map No. 3) would cross the bridge on the widened roadway at the same level as the motor vehicle lanes, while the lower alignment (shown in blue on Map No. 3) would run along a structure suspended below the bridge deck. Structure widening would be required for crossing Bellows Street.

Along Harvard Avenue the bikeway would be a Class III facility, on a widened sidewalk shared with foot traffic, and the bicycle-pedestrian grade crossing of Harvard Avenue would be fully controlled by a traffic signal.

For the south end of the bikeway there are also two alternates, one providing access to the fairgrounds directly via Portland Avenue (shown in blue on Map No. 3) and one connecting to Kendall Street (shown in green on Map No. 3),

which provides access to Portland Avenue. Estimated costs for these alternates are shown in Table 1.

We recommend adoption of the upper alignment alternative river crossing for the northern segment of the project and the Kendall Street connection for the southern segment of the project (as shown in green on Map No. 3) for a total estimated cost of $282,000 for the project.

The Bridge Design Section recommends three lanes as absolutely necessary to handle the traffic load during the second stage of construction of the freeway project on the South Umpqua River structure. This will require nine feet of additional structure width on the bridge to provide three lanes during the second stage of construction. This additional width could be very effectively utilized as a bikeway when construction of the freeway project is completed. It is the use of this additional structure width that we propose as the upper alignment of the bikeway at the river crossing. (Pertinent excerpts from the Bridge Design Section's report on the Garden Valley Road -- Fairgrounds Interchange Section are included in the Appendix.) The lower alignment of the bikeway crossing would be a path suspended below the bridge deck. However, such a bikeway would be difficult to illuminate and police. In these circumstances, bicyclists and pedestrians using the facility would be easy victims of attempts at robbery and assault. Therefore, although the upper alignment is more expensive than the lower alignment ($149,000 versus $115,000) it would provide a far safer facility, and would utilize additional structure width that must be provided in any case during construction.

Construction of the bikeway on the Bellows Street overcrossing is necessary for traffic safety, as an at-grade crossing would be hazardous due to the mixture of motorized and nonmotorized traffic and the inadequate horizontal sight distance.

At the southern end of the bikeway the Kendall Street connection is preferred to the Portland Avenue alternative because it is shorter (by 550 feet) and less costly ($62,000 versus $75,000 for Portland Avenue) (see Table 1). Also, the lower 1993 ADT for Kendall Street (360 in comparison to 2250 for Portland Avenue) offers a lower probability of conflicts between bicycles and motor vehicles.

With these design solutions in mind, we recommend that a bikeway be included in the Federal Aid project for reconstruction of Interstate Highway 5 between Garden Valley Road and the Douglas County Fairgrounds, from the connection with the existing Stewart Park bikeway, via the bikeway along the widened South Umpqua River bridge, thence to the Bellows Street overcrossing, along the interchange leg across Harvard Avenue, and south along the freeway to the connection with Kendall Street. No improvements would be made on Kendall Street or Portland Avenue, but the connection to the bikeway from the fairgrounds would be marked by signs.

We believe that this bikeway is eligible for Federal fund participation because:

1. The bikeway would be constructed in conjunction, and concurrently, with a reconstruction project on a Federal-aid highway improvement (on Interstate Highway 5), as specified in FHWA PPM 21-23. It would also comply with the provisions of Chapter 366, Oregon Revised Statutes, which states that "footpaths and bicycle trails shall be established whenever a highway, road, or street is being constructed, reconstructed, or relocated" unless they are "contrary to public safety" or "if the cost of establishing such paths or trails would be excessively disproportionate to the need or probable use;" or if "other factors indicate an absence of any need for such paths and trails."

2. The bikeway would improve traffic safety by separating bicycle and pedestrian traffic from motor vehicle traffic.

3. The bikeway would constitute a usable facility, having termini that are accessible to users, providing access to trip generators, and connecting with other bikeways constructed or to be constructed by local government agencies.

4. There is reasonable expectancy that the bikeway will have sufficient use in relation to its cost to justify the expenditure of Federal-aid and other public funds on its construction and operation. The anticipated ADT, including all forms of use, is 300.

5. The bikeway is located and designed so that it does not reduce the safety of motorists and pedestrians or create a hazard for bicyclists.

6. The bikeway further meets the criteria of FHWA PPM 21-23 for inclusion of facilities for bicycle operation on Federal-aid system highways and Federal-aid and Federal-fund participation in the costs of providing such facilities in that:

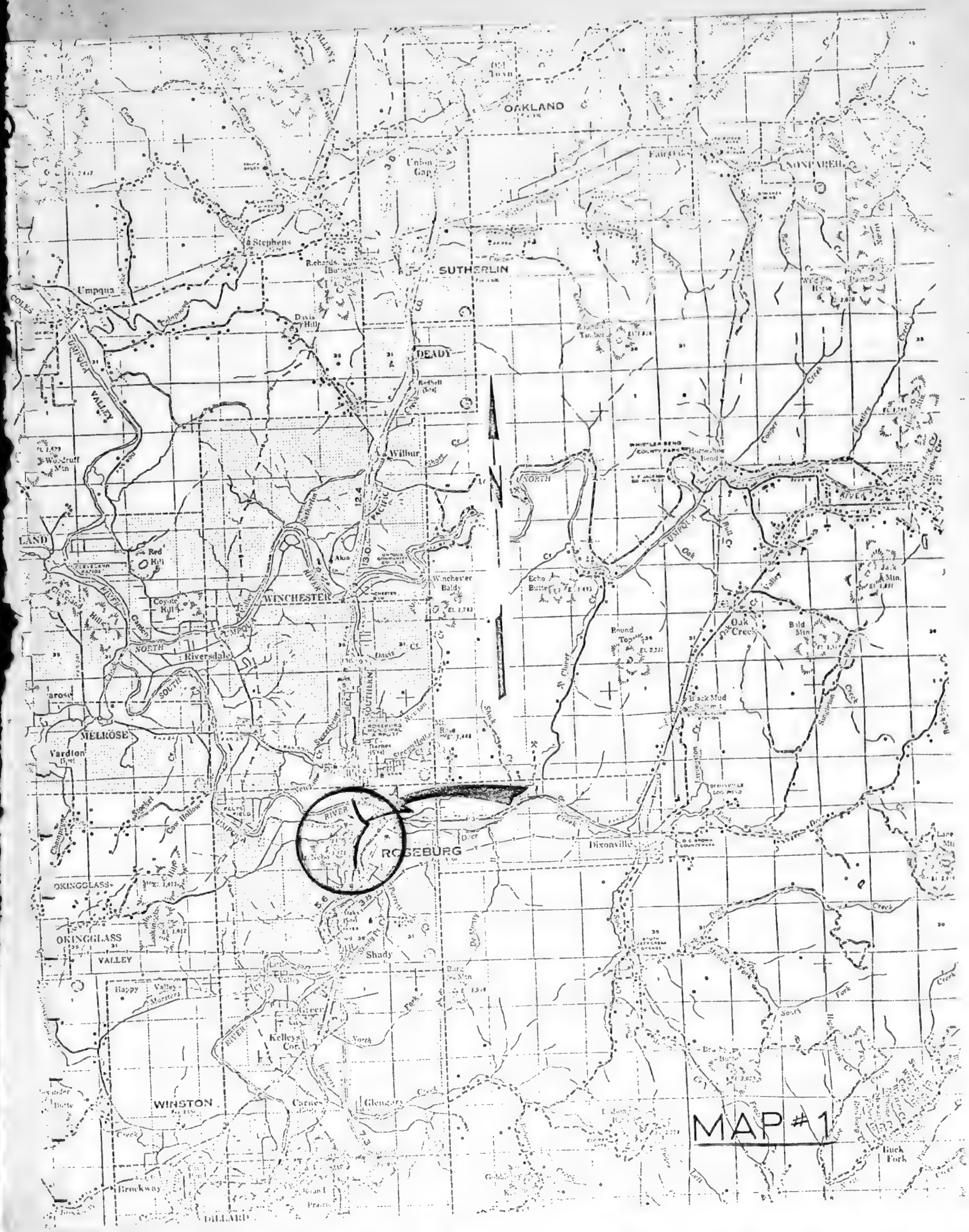
a. The Oregon State Highway Division, a public agency, will assume responsibility for operation and maintenance of the major portion of the bikeway which will lie within the freeway right of way. Agreements defining responsibility for operation and maintenance will be negotiated with the City of Roseburg for the part of the northern entrance ramp that lies outside the freeway right of way, as it is located in a city park, and for the Class III part of the bikeway along Harvard Avenue; and with Douglas County for the connection at the southern end of the bikeway which joins a county road. In view of the strong local desire for the bikeway, no difficulty in negotiating these agreements is anticipated.

b. The bikeway would be constructed within the right of way of a Federal-aid highway (I-5) except for part of the connections at the north and south ends (see sub-paragraph a above).

TABLE 1

Estimated Costs of Bikeway Facilities

Segment	Cost
North bank of South Umpqua River to Harvard Avenue Interchange:	
Upper alignment alternative	$220,000
Includes structures:	
River crossing (extend deck of proposed widening to accommodate bikeway) --$149,000 Bellows Street O'xing -- $47,000	
Lower alignment alternative	$178,000
Includes structures:	
River crossing (construct bikeway under bridge deck) --$115,000 Bellows Street O'xing -- $47,000	
Harvard Avenue Interchange to Douglas County Fairgrounds:	
Via Portland Avenue	$ 75,000
Via Kendall Street	$ 62,000


OAKLAND
SUTHERLIN
DEADY
Wilbur
WINCHESTER
Riversdale
MELROSE
ROSEBURG
OKINGGLASS
VALLEY
WINSTON
Dixonville
NONPAREIL
Oak Creek
Round Top
Winchester Baldy
Coyote Hills
Red Hill
Davis Hill
Yardlon
Shady
Kelleys Cor.
Brockway
DILLARD
Umpqua
Cooper Creek
Deer Creek
Buck Fork
MAP #1

BICYCLE ROUTES

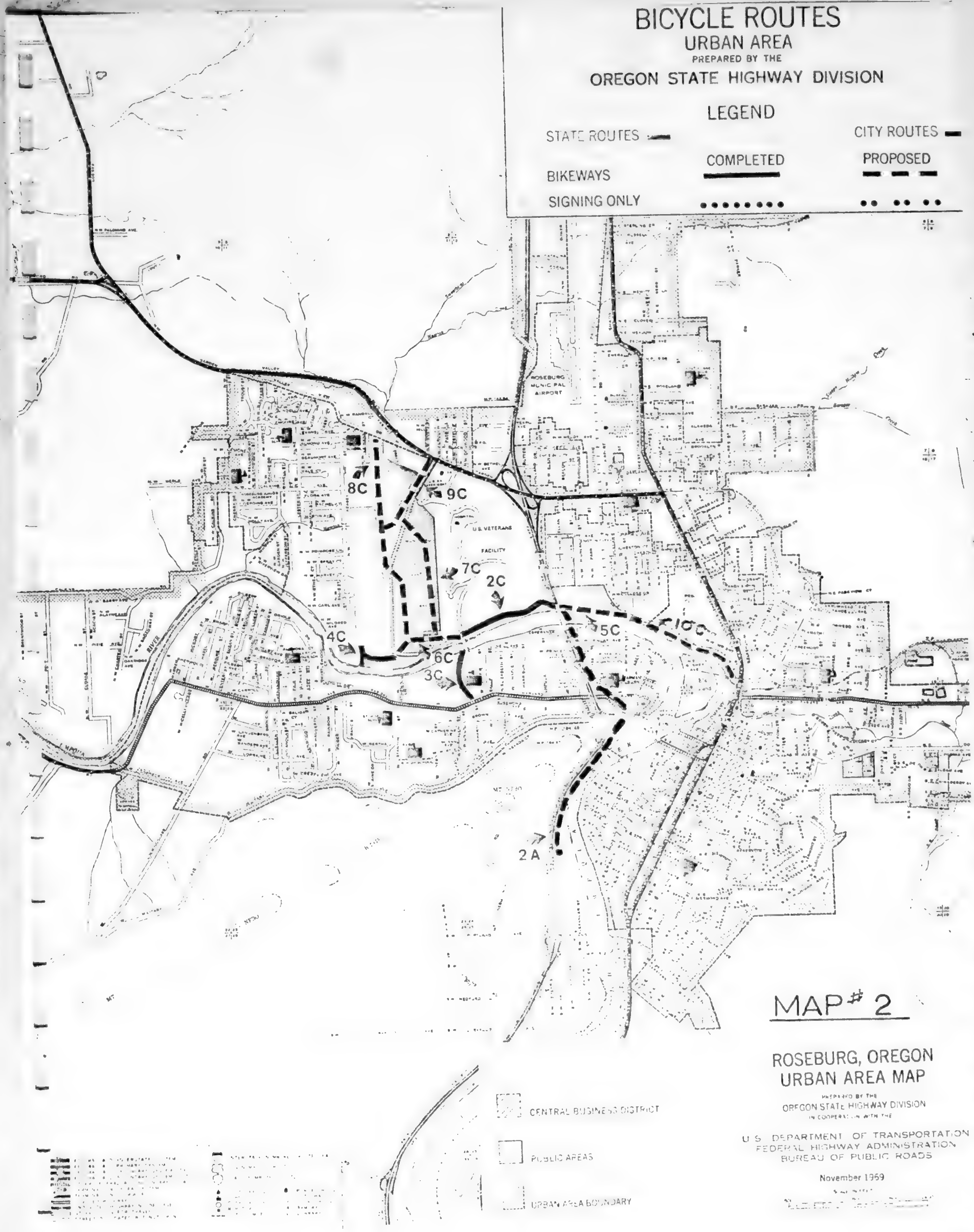
URBAN AREA

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

LEGEND

STATE ROUTES		CITY ROUTES
	COMPLETED	PROPOSED
BIKEWAYS		
SIGNING ONLY		



CENTRAL BUSINESS DISTRICT

PUBLIC AREAS

URBAN AREA BOUNDARY

MAP # 2

ROSEBURG, OREGON
URBAN AREA MAP

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

November 1969

APPENDIX

Letter from Parks and Recreation Director, City of Roseburg, dated May 15, 1973

Letter from Regional Construction Engineer, Oregon State Highway Division, Roseburg, Oregon, dated April 15, 1973

Letter from Director of Public Works, City of Roseburg, dated April 11, 1973

Letter from Superintendent of Schools, Roseburg Public Schools, Roseburg, Oregon, dated April 3, 1973

Letter from Douglas County Fair Board, dated April 4, 1973

Traffic Handling Proposal for Garden Valley Road -- Fairgrounds Section, Interstate 5, from Bridge Design Section, Oregon State Highway Division.

STANLEY E. STAFFORD
Parks & Recreation Director

Phone (503) 672-5426

CITY OF ROSEBURG

744 S. E. Rose St.
Roseburg, Oregon 97470

May 15, 1973

Mr. Glen Clark
Oregon State Division of Highways
1523 SE Cobb
Roseburg, Oregon

ATTN: Mr. Hall Versteeg

Dear Mr. Clark:

On May 14, 1973, our staff met with Mr. Thomas Cowen, principal of Roseburg High School and his staff, concerning the use of a Bridge Trail across the South Umpqua on Interstate 5.

They were highly supportive of the trail, and estimated a high useage by their students. These students will come from the Northwest and Northeast sections of the city. There are currently 400 students coming from these sections.

It was also noted that almost all future growth of the city will be in the Northwest; assuring additional useage by students in the future.

Sincerely,

Stanley E. Stafford,
Director

REFERRED TO
McClure-Yake
By Location Engineer

SES:llh
Enclosure
cc: Victor D. Wolfe

RECEIVED

SECTION

ESTIMATED USE OF BICYCLE TRAIL

ACROSS INTERSTATE 5 OVER THE SOUTH UMPQUA

The Bicycle Trail across the Bridge on I-5 opens up the opportunity for both foot and bicycle traffic to Roseburg High School, and the Douglas County Fairgrounds to the Northeast and Northwestern sections of our city. Previously the only connection to these areas have been by car or bus only. It also acts as a reverse factor for those living in the area to the East and West of the high school.

POPULATION SERVED

Northwestern Section (Hucrest).....2,750
North and Northeastern Section.....2,000
Areas East and West of High School...1,775

The expansion of our city is to the Northwest, and 85% of our future growth and population growth in this area could double within five years.

HIGH SCHOOL STUDENTS SERVED

Students living in Northwestern and Northeastern areas are approximately 400. It is estimated as many as half or more would use the trail to walk or bike to school.

HIGH SCHOOL SERVED

Roseburg High School uses Stewart Park for a number of their activities, and the trail gives them direct access to specific facilities. They include:

Baseball Teams (use two ball fields in park)

Tennis Teams (boys and girls) (12 courts)

Golf Team (Stewart Park Course)

Track Team (boys and girls) (Use park as training area)

Cross Country Team (boys and girls) (Park to practice and all their meets)

Swimming Pool (boys and girls) (new City Pool to be built in park in the close future)

A part of the school's athletic field is being removed for a vocational building, and we anticipate a higher useage of Stewart Park by the High School this coming year.

ANTICIPATED WEEKLY USE

The trail's weekly useage will fluctuate tremendously depending upon the season. The mid-winter season (December, January and February) will be the lowest; with fall and spring being the highest useage period.

It is anticipated that this fluctuation will be from 50 to 550 per day, or about 300 daily average. This would bring a weekly useage of 2,100 per week.

Useage would be by the high school students, walkers, joggers, runners, bicyclist and Veteran Adminstration patients.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 17, 1973

SUBJECT: Proposed City Bikeway
Garden Valley-Fairgrounds Inter.
Pacific Highway

To: Frank Hall
Design Engineer
S A L E M

Attached is correspondence received from the City of Roseburg, Roseburg Public Schools and the Douglas County Fair Board relative to bikeway consideration on the above section.

The City is asking that under our proposed construction, we provide a crossing of the South Umpqua River and a bikeway from Harvard Avenue to the Fairgrounds, as shown on their included sketch, which represents the Roseburg Bicycle Trail Plan.

The School Board has promised access through the High School property.

The bikeway, as requested, would provide continuous access from North Roseburg all the way to the Fairgrounds and should generate much interest and use.

Our own thinking and justification for the proposed bikeway is as follows:

1. There is not now any method for North Roseburg bike or pedestrian traffic to reach Roseburg proper or the fairgrounds except for heavily traveled Stephens Street.

2. The proposed bikeway would tie together and augment the overall City Bicycle Trail Plan.

3. Because the Fairgrounds now has no access other than by freeway and during fair time, tremendous congestion and backup onto the freeway occurs, we think the pedestrian-bikeway can and will provide a very useful purpose. Many in the local area who in the past traveled to the fair in private vehicles or buses, could then walk or travel by bike.

Hector

We feel this is a reasonable and practical plan and recommend consideration be given to incorporating it into our construction plans.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc Victor D. Wolfe
Walter J. Hart
A. W. Bates

1 Hall
2 A. Olson
3 Terpin
4 Scott
Swenson
5 R. Olson

RECEIVED
APR 18 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Department of Public Works

Phone (503) 672-1697

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

April 11, 1973

Mr. Hal Versteeg
Oregon State Highway Department
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Mr. Versteeg:

We have recently reviewed a bike trail system proposed within the I-5 right-of-way between the Harvard Avenue Interchange and the Fairgrounds; this project to possibly become a part of the Garden Valley-Fairgrounds Section of I-5 scheduled for improvement.

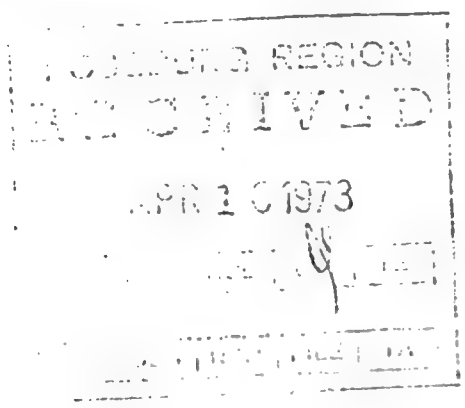
Within the past week we have contacted the Douglas County Fair Board and the Superintendent of Schools seeking their support of such a proposal. They would be very happy to see a trail in this location (see letters attached). Mr. McKee, superintendent of schools, further expressed interest in extending this trail system through the high school property in an effort to connect it with the trail crossing the South Umpqua River (at I-5) as previously requested. Although his letter states walkway, he has assured us that he did not mean to exclude bicycles.

The tie through the high school property will provide us with a continuous bike trail system serving all the City with <u>very few</u> areas where conflicts with vehicular traffic may occur.

The crossing requested at the South Umpqua River will eliminate some bicycle traffic on Harvard Avenue, a high volume arterial where, due to existing lane configuration and construction, there is insufficient room for a bicycle lane.

Your continued support and cooperation in promoting this bike trail system (from the north bank of the South Umpqua River to the Fairgrounds) is respectfully requested.

Yours very truly,



Donald A. Bentz
Director of Public Works

DAB:dw

encl. 2

George E. Grubb
County Engineer

Timber Capital of the Nation

Roseburg Public School

ROBERT E. McKEE, Superintendent of Schools
LOUIS F. ROCHON, Asst. Supt. - Curriculum
ROBERT B. KEADY, Asst. Supt. - Special Services
WENDELL B. SMITH, Business Manager
STANLEY G. HOLMES, Clerk

APRIL 3, 1973

DISTRICT NO. 4, DOUGLAS COUNTY
ADM. OFFICE: 1058 W. HARVARD BLVD.
PHONE (503) 672-2596
WAREHOUSE: VALLEY VIEW DRIVE
ROSEBURG, OREGON 97470

MR. STAN STAFFORD
DIRECTOR OF PARKS & RECREATION
CITY OF ROSEBURG
727 S. E. CASS
ROSEBURG, OREGON 97470

DEAR MR. STAFFORD:

THE ROSEBURG SCHOOL DISTRICT GIVES PERMISSION FOR WALKING TRAFFIC TO USE THE SIDEWALKS PROVIDED WITHIN THE HIGH SCHOOL PROPERTY FOR WALKING IF A BRIDGE IS CONSTRUCTED ACROSS THE SOUTH UMPQUA RIVER UNDER I-5 FREEWAY. THIS MAKES IT POSSIBLE FOR WALKERS TO PROCEED FROM STEWART PARK TO THE DOUGLAS COUNTY FAIRGROUNDS.

SINCERELY YOURS,

Robert E. McKee

ROBERT E. McKEE
SUPERINTENDENT

REM/J

DOUGLAS COUNTY FAIR

(AREA CODE 503) 673-6277
P. O. BOX 1550
ROSEBURG, OREGON 97470

FAIR BOARD

WILLIAM STRADER, Chairman
ALLYN C. FORD
LYLE MOCK
DON LaBRANCHE, Treasurer
BERT ALLENBY, Manager

April 4, 1973

Mr. Stan Stafford
City Parks Director
City Hall
Roseburg, Oregon 97470

Dear Stan:

The tentative routing of a bicycle path to the Fairgrounds as shown on the map you brought here yesterday is of great interest to me.

As you know, we are presently limited as far as access is concerned to automotive or motorcycle transportation since we are only served by the Freeway. This path would allow foot traffic and bicycle riders a way to get here.

Please include us as supporters of the plan.

Sincerely,

Bert L. Allenby

Bert L. Allenby
Fair Manager

BA/bg

TRAFFIC HANDLING PROPOSAL

GARDEN VALLEY ROAD -- FAIRGROUNDS SECTION

INTERSTATE HIGHWAY 5

ROSEBURG, DOUGLAS COUNTY, OREGON

BRIDGE DESIGN SECTION

OREGON STATE HIGHWAY DIVISION

TRAFFIC:

Our submittal of April 9, 1973, contained copies of traffic counts for Bellows Street and the Portland Street structures and copies of letters from Robert McKee, Superintendent of Public Schools, District No. 4, Douglas County; Donald A. Bentz, Director of Public Works for the City of Roseburg; J. X. Wilson, Region Construction Engineer for the Oregon State Highway Division. (Copies enclosed.)

Our traffic handling proposal at that time was based on the March 3, 1972, Traffic Analysis Report prepared by Mr. Robert E. Royer, Planning Engineer. (Enclosed.) This proposal consisted of providing three lanes (one southbound and two northbound) during the first stage of construction and two lanes (one southbound and one northbound) during the second stage. This proposal was based on the structure width that would be available on the South Umpqua River Bridge during the two stages of construction, which was 48 feet during stage 1 and 34 feet during stage 2.

There has been some question since the April submittal as to whether one lane each direction will be adequate during the second stage. We have reviewed the traffic handling during the second stage and find that one lane each direction will not adequately provide for traffic in a safe and efficient manner. Nine feet of additional structure width will be required at the South Umpqua River Bridge to provide enough structure width to handle three lanes during the second stage. (See Dwg. 24193) The cost of this additional width is $149,000, which includes an allowance for engineering and contingencies. This additional width could be utilized for a bikeway in the final analysis if a bikeway that is proposed is approved. See bikeway report for details.

Bellows and Harvard Street structures can be constructed to provide three lanes at all times. At Portland Street it would be necessary to construct 26 feet of temporary widening on the west side to take care of three lanes during the first stage. This would cost an additional $97,000 for the structure and grading and paving.

Enclosed are drawings showing the traffic handling during the various stages of construction for this project.

In the interest of safety to the motoring public, it is recommended that the proposed widening of the South Umpqua River Bridge be approved and that additional temporary structure be provided at Portland Street if replacement is approved at that location.

The traffic figures shown in our letter to you of April 9, 1973, for Bellows Street do, for all practical purposes, agree with those shown on the interchange plan. We assume that you are questioning the lack of appreciable difference between the present figures and the 1989 figures shown on the geometric sheet.

The feeling by traffic people is that there will be no big growth in this area. This, however, is not the feeling of the people in Roseburg. The superintendent of the Roseburg Public Schools feels there will be a big increase in traffic on Bellows Street after their new vocational facility is opened. This facility is now under construction. With more and more emphasis being given to the community schools program, this type of facility should draw considerable use from the public during off school hours. This increased use will generate traffic.

The City of Roseburg also recommends that the opening accommodate a 34-foot curb-to-curb section to match city standards. A 34-foot section cannot be provided through the present opening. The columns would be right at gutter line and could not be protected properly.

SOUTH UMPQUA RIVER (HOSPITAL) BRIDGE - Br. No. 7404A

The South Umpqua River (Hospital) Bridge widening and deck replacement previously submitted to the FHWA and approved. Enclosed in the correspondence section are copies of the correspondence relating to our original proposal.

Our present proposal, as shown on enclosed drawings 24192 and 24193, revised 6/27/73, is basically the same as the original except for the wider deck to accommodate an 8-foot bikeway. This proposal will allow a minimum of three lanes of traffic to be carried on the structure at all times where the original would have been wide enough for two lanes during the redecking of the existing trusses. The estimated cost of this proposal, including an allowance for engineering and contingencies, is $1,900,000. Included in this cost is $149,000 for the additional width required for the bikeway and the remainder of the cost increase from our 1968 estimate of $1,200,000 is attributed to an increase in the construction cost index. All other pertinent facts on the proposed project are as set forth in our letters of October 30, 1968 and January 27, 1969.

Structure Replacement Proposal:

Continuous reinforced concrete box girder structures are proposed for each of the subject locations to achieve shallow structural depths, which are required because of grade line and vertical clearance problems. These proposals will also blend in architecturally with the surrounding environment. The present structures were constructed with UI funds prior to the 1956 Interstate Freeway Act and as such would not involve any reimbursement.

Bellows Street Oxing - Br. No. 7668A

The proposed structure for this site has a 94-foot horizontal clearance on Interstate 5, which provides four 12-foot traffic lanes and a 16-foot median with a 12-foot shoulder for southbound lanes and a 12-foot on-ramp northbound with a 6-foot shoulder.

Due to the reconstruction at the Harvard Avenue Interchange, the grade line on Interstate 5 will be raised. This will provide a minimum clearance of 16 feet over Bellows Street.

A print of Drawings 28929 and 26191 and a sketch of proposed stage construction are enclosed for this proposal.

Allowance for the roadway section shown on Bellows is based on proximity to Roseburg High School and recommendations of State, City and High School officials as stated in attached letters.

The traffic count now is about 2,100 cars per day according to figures from the City of Roseburg. The 20-year projected ADT is 3,800. Further comments on this traffic count can be found in the Traffic Section.

The roadway section under the structure will provide for two 12-foot lanes, two 10-foot shoulders, a 4-foot berm on the north side and an 8-foot sidewalk on the south side. This will provide a design in keeping with present design criteria and provide for future needs.

Estimated cost for this structure, based on approximate quantities, including an allowance for engineering and contingencies, is $504,000.

An alternate design using a steel rigid frame with inclined legs was considered. The estimated cost, based on approximate quantities with an allowance for engineering and contingencies, would be $604,000. This structure would have a shallow structural depth and a good appearance but is not proposed in view of the high estimated cost.

Another alternate design considered was to raise and widen the existing structure. The following points are presented as justification for eliminating this proposal:

1. If the existing structure is to be utilized, it will have to be raised two feet at the north end and 2.4 feet at the south end. To maintain three lanes of traffic at all times, it would be necessary to cut the existing structure in the median and remove the easterly portion in order that sufficient width can be constructed during the first stage to handle the second stage traffic.

2. The 1 1/2:1 fill slopes at the ends of the existing structure are substandard. The present roadway section under the existing structure is not sufficient to provide for a sidewalk. This would necessitate the sidewalk to be constructed behind the columns and would require that retaining walls be constructed to contain the 1 1/2:1 structure slopes. This would present shoring problems for constructing the wall under the existing structure. The placing of the sidewalk behind the columns would also require lighting of the sidewalk and would not be desirable from the standpoint of providing an area for someone to hide behind.

3. The existing reinforced concrete deck girder structure has longitudinal beams spaced at 9'-0" centers with a 6 1/2-inch deck. Our present standard would call for an 8-inch deck. The proposed vertical alignment and super-elevation would also require a deck overlay, which would vary from 1-inch to 4-inches, which would add additional dead load to an already substandard deck.

4. The existing horizontal clearance on Bellows Street face to face of columns is 34'-2". If the existing structure is widened, the skew on the widened portion would be increased due to the spiral curve on Bellows Street thereby reducing the horizontal clearance to 33'-7".

   The horizontal sight distance would be reduced from approximately 270 feet existing to 210 feet after the structure is widened.

Highway Access Oxing of Bellows Street - Br. No. 7668B

This structure carries one lane of traffic over Bellows Street on the "E" line ramp to Interstate 5 (northbound) and provides 26' of horizontal clearance on the roadway. See Drawing 28929.

Grade lines have been established to provide a minimum of 16' of vertical clearance.

Estimated cost for this structure based on approximate quantities is $191,000, including an allowance for engineering and contingencies.

An alternate design using a steel rigid frame with inclined legs was considered. The estimated cost, based on approximate quantities with an allowance for engineering and contingencies would be $257,000. This alternate is not recommended for the same reasons as at Bellows St. Oxing.

It should be pointed out that this drawing and the estimates have been revised to reflect the bikeway that is proposed to be routed over this structure.

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 25, 1973

SUBJECT: Garden Valley-Fairgrounds Road
Pacific Highway
Douglas County

To: J. H. Versteeg
Design Engineer
S A L E M

Attention Lyle Watson

I have reviewed the data you sent along with your June 5 letter and concur with the depressed bikeway location. The proposed Kendall St. route also appears the most logical.

I would push for the bikeway location as low and close to the river as possible for aesthetic reasons. Also, the steep fill slope would act as an effective physical barrier to the freeway and because of vertical separation, noise levels on the bikeway should be considerably reduced.

Other considerations involving safety are also involved in my choice of the low level route. Traffic activity on the freeway might act as a distraction to cyclists on an at-grade route leading to possible accidents. In addition, there is always the hazard to the cyclist of flying rocks, bark, and other debris including just plain water thrown up by freeway traffic.

The material you sent for our review is being retained in this office. If you need it back, please let me know.

J. X. WILSON
Regional Construction Engineer

JXW/cw

REFERRED TO

Cole — Reed
Eriksen — Sample
Heger — X Watson

Return X — Forward ☐
Discuss ☐ — File ☐

BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 26 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
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2005

COLUMBIA GROUP

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STATE HWY ENGR
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FOR
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June 21, 1973

Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

As members of a Columbia Group Study Committee, we became interested in responding to the Draft Environmental Impact Statement on the Garden Valley Road-Fairground Interchange. Although our comments are somewhat late, we hope that their substance can be incorporated into the project and aid in writing future impact statements.

Very little information is contained in the draft statement about the cost of the project. Only in Table 8 is there any suggestion of the magnitude of the cost. That table contains the figure of over $1,000,000 for obtaining the right-of-way. We would like to see the projected costs of the various parts of the project (refer to Daly v. Volpe (D. Wash) 4 1486 (9/15/72).

While page 1 contains a verbal description of the modifications which are planned for this section of the freeway, it is difficult to determine their effect because a similar description of the current existing dimensions is not presented. We would like to see this.

Original to Byard TAA 8-31-73

The discussion of effects on traffic flow patterns and use is unclear. On page 9, it is stated that "changes in traffic flow patterns and volumes are not anticipated to result from this project." Also, on page 12. "The presence of the freeway has not greatly affected the pattern and characteristics of land use in this section of Roseberg since the initial construction in 1955" But the top of page 13 suggests several influences of freeway construction on land use, particularly the development south of the city and fairground improvement. Again, on page 29, it is stated that the project "should not greatly affect ongoing patterns of city, county and regional development." Yet, on the same page, it states that, "mobility, travel time, and safety of both local traffic and through traffic on the freeway

Pacific Northwest Chapter
SIERRA CLUB
2637 S.W. Water Street • Portland, Oregon 97201 • (503) 222-1963

NOTED
R. L. SCHROEDER

RECEIVED
JUL 13 '73

will be improved." Since about 43% of the average daily traffic on the freeway is local, page 7, can it still be maintained that traffic patterns and development will not be altered if the route is made easier, safer and quicker? At the very least, we would like to see more information to substantiate the claims that there will be little effect in these areas if the project is completed. What is the data base of the predicted traffic volumes? This becomes particularly significant in evaluating the noise level projected in Table 7.

A petition signed by 149 Roseberg citizens is mentioned on page 3. What response to this petition was made by the highway department? Which commercial interests and how many private citizens objected to the petition for closure of the Harvard interchange?

Expansion of the present bridge over the South Umpqua River is proposed on page 4. Will the widening of the bridge from 63 to 90 feet require new piers? If so, what effect will these piers have on water flow of the South Umpqua River?

On page 5, the draft statement says, "the present designated speed is 45 miles per hour. The proposed curve would remain below maximum standards, having a designated speed of 55 miles per hour." This is in contrast to a picture on the page just before page 6 that clearly shows a speed limit sign for 55 miles per hour. What is the current speed limit, 45 or 55? If it is currently 55, as clearly seen in the picture, what remains of the value of modifying the curve to improve highway speeds?

On page 6, there are the opening lines on the discussion of widening Portland Avenue to allow for the future possibility of a bridge across the South Umpqua River. On page 34 is a preliminary cost estimate of $1,000,000 for the structure, and the draft statement says that this expenditure "is not justified by projected use levels alone. However, if designed appropriately, this bridge could become the primary route of access for northbound freeway traffic entering downtown Roseburg." If this is so, what is the justification for widening Portland Avenue now? What is the cost of this part of the project? Is not this a commitment of resources to a future use which requires another environmental impact statement discussing the effects of the bridge construction? What is the effect of starting a project which will ultimately, if ever completed, become a "primary route of access" to the downtown area? Will not the widening of Portland Avenue now

be used in the future as part of the justification for building the bridge because funds have already begun to be committed?

The draft statement is quite unclear as to the status of the bicycle trails mentioned in conjunction with the project. On page 6, it says a "bike-pedistrian path, approximately 8 feet wide, is being considered for the eastern border of I-5 between Harvard Avenue and Fairgrounds Interchange." The map on the following page shows it as "proposed". A second bikeway is "considered" on page 7. Yet, the paragraph beginning at the bottom of page 28 suggests the bikepaths are a part of the project, and on page 36, the draft statement says, "Bike trails will encourage alternate means of travel within the project area." What is the status of the bike trails? If they are not a part of the project, why include them in the draft statement?

The average annual rainfall in the Roseberg area is described as a moderate 31 inches per year on page 10 of the Impact Study. We note, however, that "rock slides and falls from Mt. Nebo endanger and delay traffic periodically", page 18. The proposed highway expansion requires removal of approximately 14 acres of groundcover reaching a height of 220 feet. What effect will removal of this groundcover have upon the erosion of the face of Mt. Nebo and resultant rock slides and wash-outs?

The report mentions several negative environmental aspects occurring during the actual construction stage of the project. What is the anticipated construction time? On page ten, the spawning of fall chinook, coho salmon, winter steelhead trout and shad is mentioned. On pages 12 and 24, there is a brief mention of possible effects on waterfowl, particularly if they are disrupted during certain critical periods. Also, on page 24, is a brief discussion of river silt production as a result of wet mining. Is there a time period when silt production would have a minimum effect on spawning fish, and can you minimize the effect on waterfowl? Can this be incorporated into the project timetable? We notice that the construction at the Fairgrounds Interchange "should be planned so as not to disrupt the annual county fair", page 35. We need to see a timetable established which will accomodate all these factors and still show the project as economically feasible.

On page 30, it is mentioned that the southbound freeway

entrances at the Garden Valley Interchange will be closed during construction of the Hospital Bridge to reduce locally-generated traffic on the freeway. How many cars will this divert and where will these cars go during this period? What will be the effects of closing these entrances?

Also on page 30, is a brief discussion of the use of Stevenson Bar as a source of material for the project. While the draft statement says that material requirements have not been estimated, this is important in determining the possible impact, so we would like to see some estimates of the material requirements. The earlier cited court decision would suggest the necessity of this.

On page 23, there is a discussion of the removal of rock from the face of Mt. Nebo. The last sentence of the second paragraph reads, "This research would determine the uniformity of rock type and the presence or absence of any major fracture zones in Mt. Nebo". It is difficult to find the antecedent. What research is being referred to? Is it the blasting necessary for the project? If so, why aren't test and research conducted before the large scale removal of rock envisioned in the project? 1.25 million cubic yards of rock would seem to be too much to be left to casual disposal.

On page 27 we read with interest that several land parcels needed for the project have already been acquired at a cost of $1,219,800. What is the justification for buying these areas before even the issuance of the draft environmental impact statement? What is the justification for the expenditure of these funds before the project has been given its final approval?

The draft statement, on page 37, says, "many secondary but important specific features to minimize adverse environmental impacts will be developed in the final design of the project." We need to see these features so that we can realistically evaluate their value and the total value of the proposed project.

On page 35, part of the justification for the project is seen as "maintaining the Roseburg C.B.D. as the retail shopping

core of this urbanized area" by improvements of the Harvard Avenue Interchange. What justification is there for using federal and state highway funds to promote and subsidize a particular business district?

There is a real need to study alternatives to this interchange, and the Study, page 34, indicates that this has not yet been undertaken. We see that an alternative corrider has never been investigated in depth. Are tunnels feasible in this area? An eastward fill into the South Umpqua River is dismissed in a sentence, page 5. Has the simple and relatively inexpensive possibility of a flashing red "danger" sign on the curve approach been considered? The question of posted speed limits could also be evaluated in terms of the current discussion that speed limits may be reduced on freeways in light of the energy shortages and other environmental factors. If speed limits in general are reduced, this would make the transition effect of entering the Mt. Nebo curve that much less. We need to see more data on each of these alternatives and hope that each might be given serious consideration.

We truely appreciate the time and effort which you must expend in answering our many questions and look hopefully to your responses.

Sincerely,

Jan Kelly
David Lincoln

RECEIVED
AUG 29 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

8003

Form PR-1367
(7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-73-FIN-25

STATE	COUNTY
Oregon 6-12-73	Douglas
F. A. PROJECT NO. I-5-3(77)126	STATE CONTROL SECTION OR PROJECT NO. Garden Valley Road - Fairgrounds

TO:

Mr. George M. Baldwin, Administrator of Hwys
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (J B Boyd)
3. OSHD (M R Mitchell)
4. OSHD (M M Mead)
5. Project File
6. Accounts
7. FIN File

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

Files 44913, 44914, and 44915

We are restoring to full Federal participation the amounts paid to Roseburg Neon and Plastic Signs, Inc. on these files.

Retained in an incligible status is the $2195.20 payment to Federal Sign and Signal Corp. on File 44914. This payment was based upon the unexpired rental contract and the sign was considered personal property which the owner retained. Federal participation will be limited to moving costs, if any.

INELIGIBLE $ 2195.20
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. 35-72-FIN-48 NOW ELIGIBLE. in the amount of $12,852 plus
REFERENCE: Mr. J. B. Boyd's May 23 letter. Mr. Brennaman's appraisal fee.

REMARKS:

SIGNATURE	TITLE	DATE
[illegible]	Administrative Manager	JUN 12 1973

8005

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

June 8, 1973

RECEIVED
JUN 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Highway Building
Salem, Oregon 97310

Dear George:

SUBJECT: Garden Valley Road/Fairgrounds Interchange,
Interstate 5, Douglas County
PNRS #7304 4 040

Subsequent to our May 17, 1973, sign-off letter, the following comments were received from the Department of Environmental Quality:

"1. It would be helpful to have a map showing the proposed changes and houses to be removed. Better evaluation could then be made of changes (both increases and decreases) in noise impact.
"2. Noise impact of two sites is discussed in detail, but no other sites are described. Additional noise calculations may not be necessary, but description of changes of noise impact at other sites is important.
"3. Will steps be taken to limit noise during the construction phase?
(a) Equipment considerations.
(b) Construction hours."

Please consider this letter to be an addendum to the Clearinghouse letter of May 17.

B.L. GIFFORD
4/17

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

6-14-73
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
Alfred Shirley, Jr.
J. C. McCormick

RECEIVED
STATE HWY ENGR
JUN 12 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Stat | Act | File

RECEIVED
JUN 13 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

KRC:gj

8002- 5-31 13

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(77)124

STATE PROJECT NO.: Garden Valley Rd.— Fairgrounds Rd. Section

FROM:
G. L. Green
Division Engineer
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-485

COUNTY NAME:

PROGRAM STAGE (Check): [ ] 1. [x] 2.

TO:

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: May 31, 1973

FEDERAL ROUTE NUMBER: Interstate Route #5

STATE ROUTE NUMBER: Pacific Highway Route #1

GENERAL LOCATION:

Roseburg.

GENERAL DESCRIPTION OF WORK:

You are authorized to proceed with the acquisition of three parcels, file numbers 47772, 47773 and 47774 as shown on the sketch map submitted with Mr. Young's May 22, 1973 letter.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[ ] OTHER (Specify)

File #47772, 47773 & 47774

[x] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

Federal participation will be limited to that right of way actually incorporated in the final location.

6-4-73
Copy to Young

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 1 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: May 31, 1973

FOR THE DIRECTOR OF PUBLIC ROADS

G. L. Green
Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

29 '73

IN REPLY REFER TO:

HNG-10

Honorable Bob Packwood
United States Senate
Washington, D. C. 20510

NOTED
F. B. KLABO

Dear Senator Packwood:

This is in further reply to your April 25 communication to the Congressional Liaison, which we acknowledged May 9. You enclosed a copy of a letter from Ms. Millie J. Harmon of Roseburg, Oregon, who urges the early improvement of the Nebo Curve and Harvard interchange with Interstate Route 5 in Roseburg.

Please assure Ms. Harmon that both the Federal Highway Administration and the Oregon State Highway Division of the State Department of Transportation share her desire for the early completion of this project. It is tentatively scheduled for bid advertisement this fall. However, the availability of funds or unanticipated delays which may develop through circulation of the Draft Environmental Impact Statement could possibly affect the present schedule.

The project is currently in an advanced design stage. As soon as the Draft Environmental Impact Statement has been approved, the project will be advanced as rapidly as possible.

Should Ms. Harmon have any further questions regarding the scheduling of this project, we suggest that she contact the State highway officials since they have the primary responsibility in this regard. They may be reached at the Oregon State Department of Transportation, State Highway Building, Room 129, Salem, Oregon 97310.

We appreciate the opportunity to provide you with this information. If we may be of any further service, please let us know.

RECEIVED
STATE HWY ENGR
JUN 1 '73
REFER TO
FOR
Info | Invest | R/D | O/R | [illegible] | [illegible] | F.L.

Sincerely yours,

/s/ H. A. Lindberg

H. A. Lindberg
Acting Associate Administrator for
Engineering and Traffic Operations

NOTED
R. L. S[illegible]

8003

5

May 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-5-3(77)124
Garden Valley Rd.-Fairgrounds Rd.
Section RUM
(Files 47772, 47773 & 47774)

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the subject project. The properties are included in the right-of-way as programed on the subject project and are as outlined in red on the enclosed sketch map.

No increase in total cost or federal funds for the project is anticipated at this time for these additional properties and since no improvements are within the areas to be acquired, no relocation assistance will be necessary.

Enc.

CL:dg

cc J. R. Oakes
R. H. Chase
M. Mitchell

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 21, 1973

SUBJECT: Garden Valley- Fairgrounds Sect.
Pacific Highway
Douglas County

To:
Alfred Shirley, Jr.
Regional Engineer

Attn: J.X. Wilson

Herewith a letter from Bert Allenby, Douglas County Fair Manager. Mr. Allenby states that the Fairgrounds can use 30,000 more yards of waste from Mt. Nebo. Their original request, of January 3, 1973 was for 80,000 Yards.

Alfred W. Bates,
Resident Engineer

1 Versteeg
A. Olson
2 Terpin

RECEIVED

AWB/ww

5/22/73
J.H. Versteeg -
Herewith copy of above request
Do you wish this office to
do any thing further?
Bud Shirley

REFERRED TO

Cole — Reed
Eriksen — Sample
Heger — X Watson

Return ☐ Forward ☐
Discuss ☒ File ☐

BY FINAL DESIGN ENGINEER

FORM H-20 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 21, 1973

SUBJECT: Garden Valley- Fairgrounds Sect.
Pacific Highway
Douglas County

To:
Alfred Shirley, Jr.
Regional Engineer

Attn: J.X. Wilson

Herewith a letter from Bert Allenby, Douglas County Fair Manager. Mr. Allenby states that the Fairgrounds can use 30,000 more yards of waste from Mt. Nebo. Their original request, of January 3, 1973 was for 80,000 Yards.

Alfred W. Bates,
Resident Engineer

1 Vereteng
2 T

AWB/ww

5/22/73
J.H. Bertsch-
Herewith copy of above request
Do you wish this office to
do any thing further?
Bud Shirley

REFERRED TO

Cole	Reed
Eriksen	Sample
Heger	X Watson

Return ☐ Forward ☐
Discuss ☒ File ☐

BY FINAL DESIGN ENGINEER

DOUGLAS COUNTY FAIR

(AREA CODE 503) 673-6277
P. O. BOX 1550
ROSEBURG, OREGON 97470

FAIR BOARD

LYLE MOCK, Chairman
ALLYN C. FORD
FRED BOYER
DON LaBRANCHE, Treasurer
BERT ALLENBY, Manager

May 16, 1973

Alfred W. Bates, Resident Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Bates:

We have recently decided to realign our horse race track at the Fairgrounds. As a result of this decision, we find we can make use of an additional 30,000 cubic yards of waste material from the Mt. Nebo project.

Would you please add this to our previous request for rock from this project. Thank you.

Sincerely,

Bert L. Allenby

Bert L. Allenby
Fair Manager

BA/bg

P.O. Box 1128
Roseburg, Or
January 11, 1973

Mr. George E. Grubb
Douglas County Road Dept.
Room 219, Court Houde
Roseburg, Oregon 97470

Re: Gardeh Valley- Fairgrounds
Mt. Nebo Waste Area

Dear Mr. Grubb,

I have received your letter concerning the leveling of two areas of the Fairgrounds with material from Mt. Nebo.

I will need a plan of the Fairgrounds with areas marked thereon, and either permits or statements that a permit is not needed, from the State Land Board, Department of Environmental Quality, and the County Planning Commission.

Sincerely,

Alfred W. Bates,
Resident Engineer

#2

GEORGE E. GRUBB
COUNTY ENGINEER

672-3311
EXT. 25

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

January 2, 1973

Mr. Al Bates
Oregon State Highway Dept.
Roseburg, Oregon

Dear Mr. Bates:

In conjunction with your widening of the Garden Valley - Fairgrounds section of Interstate 5, Douglas County is willing to furnish two waste areas at the Fairgrounds for approximately 80,000 cu. yd. of material. One of the waste areas lies between the race track and the South Umpqua River, the other waste area is adjacent to river and lies between Umpqua Park and the Freeway. The waste areas will be provided to the State free of charge and the County will perform all preliminary work necessary to receive the material.

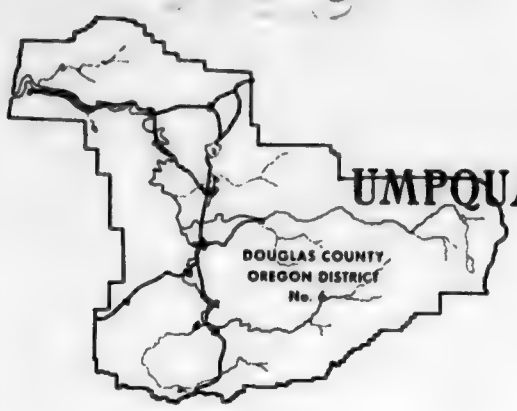
I can furnish more detailed information if such is your desire.

Very truly,

George E. Grubb
County Engineer

GEG/wd

Telephone 503/672-3311, Ext. 44
Douglas County Courthouse
Roseburg, Oregon 97470



UMPQUA REGIONAL COUNCIL OF GOVERNMENTS

May 17, 1973

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The Executive Committee and Common Council of the Umpqua Regional Council of Governments have reviewed the two environmental impact statements for proposed modification and construction planned for Garden Valley-Fairgrounds Interchange on I-5, Roseburg, and the Winston-Shady Interchange on Coos Bay-Roseburg Highway.

Sitting in regular session on May 16, 1973, the Umpqua Regional Council of Governments gave approval to the two above mentioned projects.

Very truly yours,

G. Anthony Kuhn
Interim Director

GAK:rs
cc: Federal Aid Coordination Section

5-22-73

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Don Byard
H. S. Cox
R. N. Chase
B. L. Gifford
J. C. McCormick
Alfred Shirley Jr.

NOTED
E. S. HUNTER

2 PROJECTS

RECEIVED
MAY 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1973
OFFICE ENGINEERING SECTION

8002

5

STATE OF OREGON 1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

RECEIVED
STATE HWY ENGR
MAY 18 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

May 17, 1973

Orig to Schroeder 5-18

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear George:

SUBJECT: Garden Valley Road/Fairgrounds Interchange,
Interstate 5, Douglas County
PNRS #7304 4 040

We have referred your draft Environmental Impact Statement to the appropriate state agencies. We have also published and distributed notice to all state agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your statement:

Fish Commission of Oregon

"We have long felt the highway section around the toe of Mt. Nebo does not meet present-day contemporary standards for an interstate freeway. We therefore support the project as outlined in the EIS but would also encourage consideration of even further improvement at Mt. Nebo by use of a half bridge structure over the bank of the South Umpqua River.

"Our specific concerns with the project follow. Comments on pages 24, 30; item #2, page 31; item #6, page 32, and on page 37 allude to possibilities for gravel mining from the river as a source of aggregate for the project and the possibilities of water quality disruption from wet mining and bridge pier-footing construction.

"Specific amounts and proposed source locations for this aggregate need to be identified as early as possible to enable natural resource agencies an opportunity to develop mutually acceptable guidelines with the Highway Division to become a part of necessary permits for the contractor(s).

"We do not want any disruptions in water quality from aggregate production or bridge construction that would violate the state's water quality standards. Although page 37 implies these conditions are incumbent on the contractor, we have experienced situations where contractors have not been sufficiently supervised by Division project engineers to prevent serious problems from developing. We consider conscientious maintenance of water quality standards and preventing the introduction of harmful substances to the river such as fresh concrete, freshly creosoted timber, and oil products to be a responsibility of Division personnel.

"Rock material to be removed from Mt. Nebo should be considered from the standpoint of its suitability as riprap material for future bank protection projects in the Roseburg vicinity."

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

KRC:gj

RECEIVED
MAY 18 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8063

OFFICE OF THE ASSISTANT SECRETARY OF COMMERCE
Washington, D.C. 20230

May 15, 1973

Mr. L.H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft environmental impact statement for "Garden Valley Road--Fairgrounds Interchange, Pacific Highway I-5, Douglas County," which accompanied your letter of April 17, 1973, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration:

Probable Impact of Project on Environment

The statement indicates that "wet mining" operations may be required to supply highway base materials, but there is no mention of the fact that anadromous fish use the Umpqua River for migration, spawning, rearing, and resting. Removal of gravel from the river could prevent these fish from using certain sections of the stream for these purposes.

The statement states on page 24 that "wet mining entails many operati[illegible]which produce silt. Most of these operations would occur [illegible]near the Umpqua River and could affect the quality of t[illegible] aquatic environment." These are very weak statements relative to the fishery resources inasmuch as gravel removal could destroy fish spawning areas, fish eggs in the gravel, and the food supply for aquatic organisms.

5-21-73
cc: W. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
J. H. Verstegen,
D. [illegible]
E. S. Cox
R. H. Oese
L. L. Clifford
J. C. McCormick

NOTED
E. S. HUNTER
RECEIVED
MAY 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The paragraph on page 30 discussing Stevenson Bar states "The contractor may elect to acquire necessary material elsewhere." Here again, the possible impact on fishery resources of removal of material from the river is not defined. In addition, it appears that although "His activities will be governed by appropriate regulations," the contractor will be allowed to make decisions that affect the potential impact of construction activities on fishery resources.

In general, the statement should, but does not, explain that thousands of anadromous fish--including spring chinook, fall chinook, coho, summer steelhead, winter steelhead, and cutthroat trout--use this river every year, and that construction work in and around the stream can have an adverse impact on aquatic life in general and fishery resources in particular.

Probable Adverse Environmental Effects

This section should be greatly expanded to include a discussion of the probable adverse impacts on aquatic life and fishery resources of gravel removal from the river.

Steps Taken to Minimize Unavoidable Adverse Environmental Effects

This section states that "Many secondary but important specific features to minimize adverse environmental impacts will be developed in the final design project." It would be beneficial to those who must make a management decision relative to the proposed project to have more specific information concerning what is in fact being done to minimize impacts on aquatic life and fishery resources.

We appreciate the opportunity to provide these comments and hope they will be of assistance to you in the preparation of the final statement. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

800-

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (mep)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

RECEIVED
MAY 15 1973
OFFICE ENGINEERING SECTION

5922/19
Ser mep 483
10 May 1973

Mr. L. H. Young
Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The draft EIS for the Garden Valley Road-Fairgrounds Interchange, Pacific Highway I-5, Douglas County, has been reviewed by Thirteenth Coast Guard District's Aids to Navigation and Marine Environmental Protection Branches. The project is above the navigable limit of the South Umpqua River; no bridge permit is required.

Provisions of the Federal Water Pollution Control Act apply inasmuch as the South Umpqua River is tributary to United States navigable waters. It is recommended that contractors be advised of their responsibilities under the Federal Water Pollution Control Act (PL 92-500), particularly in consideration of the anticipated in-stream wet mining operations incident to the project.

To avoid oil or hazardous substances from a spill on the highway entering the water, culverts carrying highway runoff to rivers and streams, where possible, should be accessible and should not dump directly into the river.

If we can be of further assistance, please contact the Marine Environmental Protection Branch. Our offices are in room 614 of the Alaska Building, 618 Second Avenue, Seattle, Washington. The phone number here is 624-2902, extension 343.

Sincerely,

NOTED
R. D. ASBURRY

NOTED
R. L. SCHROEDER

J. D. ROBERTS
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

Encl: FWPCA Extracts

Copy to:
CCGD13(oan)(less enclosure)

Schroeder
cc Byard
Hart
Dayman
Verthey

Chas Gaffert 5-15-73 pp

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 Versteeg
A. Olson
2/3 Terp'n
Scott
4 Swenson
R. Olson
Trout

RECEIVED
MAY 10 1973
ROAD DESIGN SECTION

Request Reply
Request Approval
Recommend Keep
Do not File
Return To
Bring Up
Other

DATE May 10, 1973

TO MEMORANDUM TO THE FILES

FROM Lyle Watson
Design Team Supervisor

SUBJECT Garden Valley Rd.-Fairgrounds Interchange
Pacific Highway
Douglas County

The enclosed correspondence and maps from Region III cover various available disposal areas for the excess material on the above project. There will be approximately 600,000 cu. yds. of excess material.

The Douglas County Fair Board has requested 80,000 cu. yds. of the excess material to expand their fairgrounds. The County will provide the area free of charge and perform preliminary work necessary to receive the material. They have two areas which are 1.23 miles and 1.37 miles of haul.

The Mercy Hospital, a charitable community institution, has requested 50,000 cu. yds. to expand their parking area to the east. The haul distance to this site would be via Harvard Avenue for a distance of 0.38 miles. This disposal area has the shortest haul distance of all available sites.

All other areas that are available are privately owned. Quantities and haul distances are shown on the accompanying correspondence.

Since the Fairgrounds property is a public agency and the Mercy Hospital is a charitable community organization, they should be designated as mandatory disposal areas. These two areas would require 130,000 cu. yds. still leaving 470,000 cu. yds. to be disposed of by the contractor. Also haul distances are shorter than to any of the other sites. The contractor would still have 470,000 cu. yds. of excess material to dispose of, which would be of no problem.

LKW:jh
cc: J. X. Wilson
C. T. Keasey

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101
May 10, 1973

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REPLY TO ATTN OF: 10MEI - M/S 325

Mr. L. H. Young
Programming Engineer
Oregon State Highway Division
Federal Highway Administration
Highway Building
Salem, Oregon 97310

MAY 15 1973

Dear Mr. Young:

We have reviewed the draft environmental impact statement for the Garden Valley Road-Fairgrounds Interchange, Roseburg, Oregon.

Before we address those areas in which we have comments, we would like to make mention of the excellent job the draft statement does in illustrating the proposed project through its graphic reproductions. All too often we at EPA's Region X make comments on draft impact statements calling for additional pictures and graphs. We are pleased to see that this draft statement illustrates their importance and effectiveness. We hope that the Oregon State Highway Division will continue to use this medium in describing their proposed projects.

The following are our comments on the proposed project:

The draft exhibits evidence of coordination with local highway interests and agencies in trying to provide a smooth, ordered flow of motor vehicles in the Roseburg area.

The description of wildlife habitat on page 24 states "wildlife frequenting these sites can be expected to shift to other areas." We disagree with this statement in that other wildlife niches in the area are undoubtedly already replete. The displaced animals will only overload these niches and thus exceed the area's carrying capacity.

The discussion on siltation as a result of wetmining operations should be expanded. The statement should address the particular operation which might cause turbidity (i.e., washing). This discussion should also include the predicted effects these operations will have on water quality. We would also suggest that you coordinate these operations with fishery agencies to assure that adverse effects on water quality do not occur at times of anadromous fish passage.

5-15-73 cc Schroeder
Bryand
Hurd
Forsberg

cc: Glen L. Green, FHWA
E. S. Hunter
H. S. Cox
J. C. McCormick

NOTED
E. S. HUNTER

NOTED
L. H. YOUNG

cher Gifford

This concludes our comments on the draft impact statement. Thank you for the opportunity to comment.

Sincerely,

Hurlon C. Ray

Hurlon C. Ray
Assistant Regional Administrator for Management

FROM: E.S. HUNTER

TION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Cooperate on developing additional justification.

ESH

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I-5

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 4, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley Rd.-Fairgrounds Rd. Section
Portland Rd. and Bellows St. Structures

We have reviewed your submission of April 9, 1973 signed by Mr. L. L. Wallace and find some items that need clarification. The traffic for Bellows St. indicated in your letter does not agree with the previously submitted interchange plans and your proposal does not seem to alter conditions appreciably under the structure. We question the need for major reconstruction to provide 10-ft. shoulders at this location. For a DHV of less than 300 the extra expense for complete reconstruction seems considerable. Additional information is necessary to support your proposal.

On the Portland St. overcrossing we do not have a current interchange plan and question the need for complete reconstruction at this location. In the limited area available we find it difficult to see how additional width under this structure will eliminate the problem of backup on the freeway. If the County plans to build a structure across the river at this location a positive commitment should be obtained before complete reconstruction can be considered.

Please furnish us with additional traffic, proposed design and interchange data for forwarding to our higher office, if you intend to pursue a complete replacement at this location.

Verified
A. Olson
Tarpin
Scott
Swenson
R. Olson

RECEIVED
MAY 11 1973
ROAD DIVISION SECTION

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Requires Approval ☐
Receiver Keep ☐
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FOR

DEPT
A. E. J.
5-10-73

additional justification.

ESH

Not Interstate

Form FHWA 1...

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

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Salem, Oregon

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MAY 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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Peak Period
for. H.S. traffic

8005

5

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 4, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley Rd.-Fairgrounds Rd. Section
Portland Rd. and Bellows St. Structures

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STATE HWY ENGR
MAY 7 '73
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RECEIVED
MAY 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-10-73
Vanatta
Need coordinate on developing additional justification
ESL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

E S Hunter

OREGON STATE HIGHWAY DIVISION

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 9, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97310 Attention Mr. H. A. Schell

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Bellows Street Oxing, Br. 7668A
Highway Access Oxing of Bellows St., Br. 7668B
Harvard Ave. Oxing, Br. 7669A
Portland St. Oxing, Br. 7670A
Garden Valley Road-Fairgrounds Road Section
Pacific Highway
Douglas County

Attached are two prints each of preliminary plan and elevation Drawings 28929 through 28935; vicinity map Drawings 26191, 26192, and 26193; and Harvard Avenue Interchange sheet. Drawings 10724, 10740, and 10767 are included for foundation information.

Also attached are copies of traffic counts for Bellows Street and the Portland Street structures and copies of letters from Robert McKee, Superintendent of Public Schools, District No. 4, Douglas County; Donald A. Bentz, Director of Public Works for the City of Roseburg; J. X. Wilson, Region Construction Engineer for the Oregon State Highway Division.

Continuous reinforced concrete box girder structures are proposed for each of the subject locations to achieve shallow structural depths, which are required because of grade line and vertical clearance problems. These proposals will also blend in architecturally with the surrounding environment.

NOTED
E. S. HUNTER

The following structures are submitted for your review and approval:

1. Bellows Street Oxing - Br. No. 7668A

This structure has a 94' horizontal clearance on Interstate 5, which provides four 12' traffic lanes and a 16' median with a 12' shoulder for southbound lanes and a 12' on ramp northbound with a 6' shoulder.

Due to the reconstruction at Harvard Avenue Interchange, the grade line on Interstate 5 will be raised enough to provide 16' minimum vertical clearance at Bellows Street.

Stage construction is required for replacement of the existing structure. To provide for traffic during this time, the west 48' of the existing structure will carry three 16' lanes of traffic (two northbound and one southbound) while the east portion of the structure is being constructed.

Traffic will then be shifted to the east portion of the new roadway and construction completed. This allows two 16' lanes of traffic on Interstate 5 (one northbound and one southbound) during this second construction stage and corresponds with reconstruction of the structure carrying Interstate 5 traffic across the South Umpqua River north of Bellows Street.

Allowance for the roadway section shown on Bellows is based on proximity to Roseburg High School and recommendations of State, City and High School officials as stated in attached letters.

The traffic count now is about 2,100 cars per day according to figures from the City of Roseburg. The 20-year projected ADT is 3,800.

As discussed and agreed upon with Mr. Hossner and Mr. Pillsbury on April 2, 1973, the roadway section under the structure will provide for two 12-foot lanes, two 10-foot shoulders, a 4-foot berm on the south side and an 8-foot sidewalk on the north side. This will provide a design in keeping with present design criteria and provide for future needs.

Estimated cost for this structure, based on approximate quantities including an allowance for engineering and contingencies, is $504,000.

An alternate design using a steel rigid frame with inclined legs was considered. The estimated cost, based on approximate quantities with an allowance for engineering and contingencies, would be $604,000. This structure would have a shallow structural depth and a good appearance but is not proposed in view of the high estimated cost.

Another alternate design that was considered was to raise and widen the existing structure. The cost of this plan, including engineering and contingencies, would be $280,000 based on approximate quantities and unit cost of raising the structure. This plan is not proposed as it would result in inadequate horizontal clearance and sight distance. The 6 1/2" deck on the existing structure is substandard. Retaining walls would be required in order to construct sidewalks behind the existing line of columns.

2. Highway Access Oxing of Bellows Street - Br. No. 7668B

This structure carries one lane of traffic over Bellows Street on the "E" line ramp to Interstate 5 (northbound) and provides 26' of horizontal clearance on the roadway.

Grade lines have been established to provide a minimum of 16' of vertical clearance.

Estimated cost for this structure based on approximately quantities is $145,000 including an allowance for engineering and contingencies.

An alternate design using a steel rigid frame with inclined legs was considered. The estimated cost, based on approximate quantities with an allowance for engineering and contingencies would be $211,000. This alternate is not recommended for the same reasons as at Bellows St. Oxing.

3. Harvard Ave. Oxing - Br. No. 7669A

This structure has a variable width due to highway access and exit ramps on the structure. Minimum roadway width is approximately 112' at the north end of the structure, varying to approximately 132' at the south end accommodating four 12' lanes, a 16' median and two 12' ramps with 6' shoulders.

Grade lines have been established to provide a minimum of 17' of vertical clearance over Harvard Ave.

As discussed and agreed upon with Mr. Hossner and Mr. Pillsbury, we are providing for a 4-foot shy distance between the travel lane and curbs in lieu of the 2-foot distance shown on the geometric sheet. This shy distance will be carried from ramp terminal to ramp terminal. A revised geometric sheet will be forwarded to you by the Design Section in the near future.

Stage construction will be required similar to Bellows St. Oxing. Traffic will be restricted to three 16' lanes (two northbound and one southbound) while the east portion of the structure is being constructed. Traffic is then shifted to the east portion of the new structure providing two

16' lanes (one northbound and one southbound) during the second construction stage.

Estimated cost for the recommended structure, based on approximate quantities and including an allowance for engineering and contingencies, is $690,000.

An alternate design using a similar continuous reinforced concrete box girder but with vertical columns was considered.

The cost of this alternate, based on approximate quantities, would be $685,000 including engineering and contingencies. The cost savings, using this alternate, would be small and the inclined leg structure would have a better appearance at this location.

4. Portland Street Oxing - Br. No. 7670A

This structure provides a roadway width of 88' minimum horizontal clearance on Interstate 5 including four 12' traffic lanes, a 16' median and two 12' shoulders.

Grade lines have been established to provide a minimum of 17' vertical clearance over Portland Street.

Stage construction is required. Only two lanes of traffic (one northbound and one southbound) are provided at each of the two required stages of construction.

Allowance for the roadway section shown on Portland Street is based on occasional heavy traffic to the fairgrounds and to allow for a lane which can function as a left-hand turn refuge or as a through lane for buses which are used quite extensively during the County fair to transport people to and from the fairgrounds. During heavy traffic there have been occasions when traffic has backed up onto the freeway from the southbound off ramp. This section can also be revised to four lanes when a proposed bridge across the South Umpqua River at Portland Street is built. Provisions for a future four-lane roadway was requested by the City of Roseburg (see attached letter).

Projected ADT without the proposed bridge across the South Umpqua River is 1,850. Projected traffic, including the proposed bridge, will be 3,150 cars per day according to a study by the Oregon State Highway Division. An estimated 10,000 to 15,000 cars per day use the road during the week of the County fair and events at the faigrounds through the year generate considerable traffic.

Estimated cost, based on approximate quantities including an allowance for engineering and contingencies, is $495,000.

An alternate design similar to the one proposed but with a shorter overall length was considered. The estimated cost of this structure, based on approximate quantities and including engineering and contingencies, would be $466,000. It does not allow for a future four-lane roadway without a roadway reconstruction using walls to retain fills.

Another alternate considered was to widen the existing structure. The estimated cost of this plan was $190,000 based on estimated quantities.

This plan is not proposed because of inadequate provision for roadway width under the structure (approximately 36'), a substandard deck (6 1/2"), and excessively steep end fill slopes (1:1) on the existing structure. There has been some failure of these slopes and retaining walls would have to be built to contain the widened fill and to provide a sidewalk behind existing columns.

The grade line on Portland Street would also have to be lowered to provide adequate vertical clearance.

A geometric sheet for the interchange is being prepared and will be submitted to you, by the Design Section, in the very near future.

These proposals were discussed and tentatively agreed upon on April 2, 1973, with Mr. Glenn K. Hossner and Mr. Robert W. Pillsbury of your office. This information is being submitted to you at this time for your final review and approval. As this project is scheduled for the August 30, 1973 bid letting, we would appreciate an early confirmation of approval. We are proceeding with our design based on the tentative approval.

GWV/DOC /ag
Attachs.
cc E. S. Hunter
L. H. Young
V. E. Skoog
F. L. Hall

April 20, 1973

Mr. Stanley E. Stafford
Parks and Recreation Director
City of Roseburg
744 S. E. Rose Street
Roseburg, OR 97470

Dear Mr. Stafford:

Bicycle/Pedestrian Facilities
Garden Valley Road-Fairgrounds Section
Pacific Highway, Douglas County

Thank you for your March 21 letter supporting the need for incorporating a bicycle/pedestrian facility across the Umpqua River with the Interstate freeway project. Your comments are appreciated and do provide further justification on purpose and usage.

As you probably are aware, a meeting was held in the Douglas County Courthouse on March 27 with Highway Division personnel; George Grubb, Douglas County Engineer; and Donald Bentz, Roseburg Director of Public Works, to discuss bikeways in conjunction with the subject highway project.

Two separate bikeway facilities were discussed -- one extending south from Harvard Avenue to the fairgrounds, and the second from the high school area across the Umpqua River to the north, connecting to the City's trail along the north bank of the river.

The purpose of the meeting was to discuss these proposals together with future City and County plans for bikeways and how they could be incorporated into this project. It was agreed that the City and County would submit a written request representing a joint desire for establishing the

facilities along the freeway, together with justification on usage and purpose of the bikeways.

We have been very concerned that the location of the bicycle/pedestrian facility crossing the Umpqua River under the unlighted freeway structure might invite assault and mugging problems. For this reason, we are considering placing the bike facility level with the freeway. Any views you may have along these lines would certainly be appreciated.

For these bicycle facilities to be considered in the freeway project, it is very important that we receive documented information detailing anticipated usage from the City of Roseburg and Douglas County. We would appreciate any additional information that would help us to justify either of these facilities, especially as to current high school student usage of Stewart Park and projected use of the path. This information should be forwarded directly to Victor D. Wolfe, Location Engineer, Room 212, Highway Building, Salem.

As soon as a formal request for either or both of these facilities is received, we will assemble the necessary information on costs and usage in order to request Federal concurrence in Interstate funding. Tentatively, the project is scheduled for reconstruction on August 30, 1973.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc Mrs. Nada V. Gohn
City Planner
City of Roseburg

bc A. E. Johnson
E. S. Hunter
Victor D. Wolfe
Bud Shirley (enc.)

JDM:jp ja

STANLEY E. STAFFORD
Parks & Recreation Director

Phone (503) 672-5426

STATE HWY ENGR
MAR 23 '73
REFER TO
FOR
Info | Invest | Rtg | Dft | Sign | Act | File

CITY OF ROSEBURG

744 S. E. Rose St.
Roseburg, Oregon 97470

March 21, 1973

Mr. Fred Klaboe
Chief Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

As you are probably aware, your staff has been discussing with our staff the Interstate 5 Project at the Mt. Nebo curve in Roseburg. One of the subjects of great interest to me, was the possibility of including a Bicycle Path under the I-5 Bridge that crosses the South Umpqua River.

Such an addition to our trails system would be a tremendous asset to our community. It would open up an area never before served. It particularly makes our community more accessible to our high school, now locked in by the river and major highways.

The City and high school cooperate in many activities. The high school uses our major recreation facilities; such as: our golf course, tennis courts, softball fields, baseball fields, and their Cross Country team uses our park for running. The new path, under this bridge, will give them a direct connection to those facilities.

We also anticipate that many students would use the bridge to go to school; most of whom would normally be bussed.

We urge you to include this as a part of the Mt. Nebo curve and Interchange Project.

Sincerely,

Stanley E. Stafford,
Director

SES:llh
Enclosure

RECEIVED
MAR 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1973

CON 8-2-2
Doc. X

April 20, 1973

Mrs. Nada V. Gohn, City Planner
City of Roseburg
744 SE Rose Street
Roseburg, OR 97470

Dear Mrs. Gohn:

Re: Bicycle/Pedestrian Facilities
Garden Valley Road-Fairgrounds Section
Pacific Highway, Douglas County

As requested by the City of Roseburg, a proposed bicycle/pedestrian facility crossing the Umpqua River is currently under consideration by the Highway Division. Attached is a copy of a letter to Stanley E. Stafford explaining the current status of this project and a bicycle/pedestrian facility from Harvard Avenue along Interstate 5 to the area of the fairgrounds.

As soon as a formal request (with documented anticipated usage) for either or both of these facilities is received, we will assemble the necessary information to request Interstate funding by the Federal Highway Administration.

Any information concerning projected bicycle/pedestrian usage on these facilities would be greatly appreciated and of assistance to us in developing justification. This data should be forwarded directly to Victor D. Wolfe, Location Engineer, Room 212 Highway Building, Salem 97310.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Att.

cc: A. E. Johnson
E. S. Hunter
V. D. Wolfe
Bud Shirley

JDM:jp dpy

Office of City Planner

Phone (503) 672-1012

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

March 21, 1973

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MAR 23 '73
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Mr. Fred Klaboe
Chief Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

A few months ago at a meeting in Roseburg to discuss the problems of the I-5 Interchange and Mount Nebo, Roseburg requested that the walkway under the bridge over the South Umpqua River be designed to serve as a bicycle/pedestrian walkway.

We are in the process of developing bicycle trails throughout Roseburg to make more accessible the downtown area and our recreational facilities. Our terrain problem and the location of our high school, in the bend of a river with a freeway on the west side, literally prevents many youngsters from walking or bicycling to high school.

From a planning standpoint, it now appears to be an excellent time to request your assistance in solving some of the problems we have in Roseburg by actually assisting those people in the north and north west areas to reach schools and the downtown area and those people in the south and southwest to reach our major recreational facilities in Stewart Park.

Any consideration given this request will be greatly appreciated. If we can be of any assistance, please contact us.

Sincerely,

ROSEBURG CITY PLANNING COMMISSION

Nada V. Gohn

Nada V. Gohn (Mrs.)
City Planner

NVG:gjd

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LOCATION
SECTION

RECEIVED
MAR 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 17, 1973

SUBJECT: Proposed City Bikeway
Garden Valley-Fairgrounds Inter.
Pacific Highway

To: Frank Hall
Design Engineer
S A L E M

Attached is correspondence received from the City of Roseburg, Roseburg Public Schools and the Douglas County Fair Board relative to bikeway consideration on the above section.

The City is asking that under our proposed construction, we provide a crossing of the South Umpqua River and a bikeway from Harvard Avenue to the Fairgrounds, as shown on their included sketch, which represents the Roseburg Bicycle Trail Plan.

The School Board has promised access through the High School property.

The bikeway, as requested, would provide continuous access from North Roseburg all the way to the Fairgrounds and should generate much interest and use.

Our own thinking and justification for the proposed bikeway is as follows:

1. There is not now any method for North Roseburg bike or pedestrian traffic to reach Roseburg proper or the fairgrounds except for heavily traveled Stephens Street.

2. The proposed bikeway would tie together and augment the overall City Bicycle Trail Plan.

3. Because the Fairgrounds now has no access other than by freeway and during fair time, tremendous congestion and backup onto the freeway occurs, we think the pedestrian-bikeway can and will provide a very useful purpose. Many in the local area who in the past traveled to the fair in private vehicles or buses, could then walk or travel by bike.

We feel this is a reasonable and practical plan and recommend consideration be given to incorporating it into our construction plans.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc Victor D. Wolfe
Walter J. Hart
A. W. Bates

RECEIVED
Requires Reply
Requires Approval
Receiver Keep
Do Not File
Follow To
Hang Up
Other
NOTED
L. K. WATSON

Department of Public Works

Phone (503) 672-1697

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

April 11, 1973

Mr. Hal Versteeg
Oregon State Highway Department
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Mr. Versteeg:

We have recently reviewed a bike trail system proposed within the I-5 right-of-way between the Harvard Avenue Interchange and the Fairgrounds; this project to possibly become a part of the Garden Valley-Fairgrounds Section of I-5 scheduled for improvement.

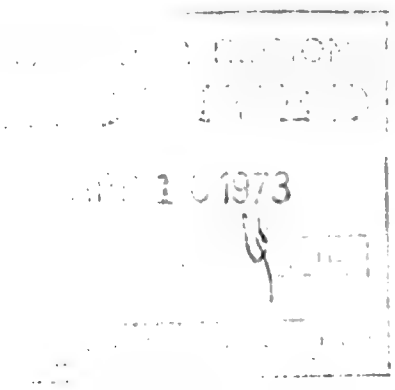
Within the past week we have contacted the Douglas County Fair Board and the Superintendent of Schools seeking their support of such a proposal. They would be very happy to see a trail in this location (see letters attached). Mr. McKee, superintendent of schools, further expressed interest in extending this trail system through the high school property in an effort to connect it with the trail crossing the South Umpqua River (at I-5) as previously requested. Although his letter states walkway, he has assured us that he did not mean to exclude bicycles.

The tie through the high school property will provide us with a continuous bike trail system serving all the City with very few areas where conflicts with vehicular traffic may occur.

The crossing requested at the South Umpqua River will eliminate some bicycle traffic on Harvard Avenue, a high volume arterial where, due to existing lane configuration and construction, there is insufficient room for a bicycle lane.

Your continued support and cooperation in promoting this bike trail system (from the north bank of the South Umpqua River to the Fairgrounds) is respectfully requested.

Yours very truly,



Donald A. Bentz
Director of Public Works

George E. Grubb
County Engineer

DAB:dw

encl. 2

Timber Capital of the Nation

DOUGLAS COUNTY FAIR

(AREA CODE 503) 673-6277
P. O. BOX 1550
ROSEBURG, OREGON 97470

FAIR BOARD

WILLIAM STRADER, Chairman
ALLYN C. FORD
LYLE MOCK
DON LaBRANCHE, Treasurer
BERT ALLENBY, Manager

April 4, 1973

Mr. Stan Stafford
City Parks Director
City Hall
Roseburg, Oregon 97470

Dear Stan:

The tentative routing of a bicycle path to the Fairgrounds as shown on the map you brought here yesterday is of great interest to me.

As you know, we are presently limited as far as access is concerned to automotive or motorcycle transportation since we are only served by the Freeway. This path would allow foot traffic and bicycle riders a way to get here.

Please include us as supporters of the plan.

Sincerely,

Bert L. Allenby

Bert L. Allenby
Fair Manager

BA/bg

Roseburg Public Schools

ROBERT E. McKEE, Superintendent of Schools
LOUIS F. ROCHON, Asst. Supt. - Curriculum
ROBERT B. KEADY, Asst. Supt. - Special Services
WENDELL B. SMITH, Business Manager
STANLEY G. HOLMES, Clerk

DISTRICT NO. 4, DOUGLAS COUNTY
ADM. OFFICE: 1058 W. HARVARD BLVD.
PHONE (503) 672-2696
WAREHOUSE: VALLEY VIEW DRIVE
ROSEBURG, OREGON 97470

APRIL 3, 1973

MR. STAN STAFFORD
DIRECTOR OF PARKS & RECREATION
CITY OF ROSEBURG
727 S. E. CASS
ROSEBURG, OREGON 97470

DEAR MR. STAFFORD:

THE ROSEBURG SCHOOL DISTRICT GIVES PERMISSION FOR WALKING TRAFFIC TO USE THE SIDEWALKS PROVIDED WITHIN THE HIGH SCHOOL PROPERTY FOR WALKING IF A BRIDGE IS CONSTRUCTED ACROSS THE SOUTH UMPQUA RIVER UNDER I-5 FREEWAY. THIS MAKES IT POSSIBLE FOR WALKERS TO PROCEED FROM STEWART PARK TO THE DOUGLAS COUNTY FAIRGROUNDS.

SINCERELY YOURS,

Robert E. McKee

ROBERT E. McKEE
SUPERINTENDENT

REM/J

NOT FILMED
ORIGINAL IN
FILE

BICYCLE TRAIL PLAN
for
ROSEBURG & VICINITY

SCALE: 1" = 1000' APPROX.

BICYCLE TRAIL PROPOSED

BICYCLE TRAIL CONSTRUCTED

DRAWN BY C. J. Le Chevallier

DATE, FEBRUARY 1956

REVISED BY

REV DATE, OCTOBER 1960

REVISED BY

REV DATE, MAY, 1965

REVISED BY 1965

REV DATE, OCT., 1966

REV DATE, APR. 1972

REV. APR. 1973, ADDED BIKE TRAIL

15-45

Garden Valley — Fairgrounds Rd — ~~Hwy~~ Garden Hwy

ORS 541.605 et seq.

I-5

Info / Inves / R/D / D/R / Sign / Act / File

FOR — REFER TO — APR 18 '73 — RECEIVED STATE HWY ENGR

Date April 16, 1973

County Douglas

River S. Umpqua River

Name of Applicant Mercy Hospital Please return by May 5, 1973.

State Permit No. 1056 Corps of Engineers PN. No. _____

(xx) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

( ) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___SHRUBS ___TREES SHALL BE PLANTED prior to _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

1 ✓

2 T

3 MK

4

DESIGN SECTION

( ) 10. _____

( ) 11. _____

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency _____

MATERIAL REMOVAL/FILL PERMIT APPLICATION

FOR OFFICE USE ONLY

Permit No.: 1056

Please return comments by: May 5, 1973

Name of Applicant MERCY HOSPITAL
(Corporation name or Individual) (Please print)

621 W. Madrone , Roseburg Oregon 97470 673-5511
(Address) (Zip) (Telephone No.)

Sister Jacquetta Taylor RSM Administrator
(Signature of applicant) (Title)

Name of Contractor Unknown Contractor -- Contract to be administered by OSHD.

(Address) (Zip) (Telephone No.)

Description of Operation. Strike inappropriate words, phrases, etc.

a) Materials to be Removed and/or Placed in Fill Fill to be placed from rock cut on Interstate 5.

b) Estimated Quantity (Removal) _____ (Fill) 40,000± cubic yards

c) Method of Removal and/or Fill Compacted fill in compliance with section 203 Standard Specifications for Highway Construction(see attachments).

d) Placement of Material after Removal _____

e) Purpose and Proposed Use of Removal and/or Fill Site to be used as waste area for OSHD, Mercy Hospital will use area for additional parking.

f) Source of Fill Material (if applicable) Mt. Hebo Section Interstate 5

g) Proposed Period of Activity. Removal _____

Fill 1973 construction season

h) Precautions to Prevent Damage to Waterway see report attached.

Location.

a) Name of Stream as Listed on Map South Umpqua River

b) Tributary of _____

c) Located in County of Douglas Section 24 Twp. 27 R. 6

d) Map (Attach County Assessor's Plat or Equivalent Showing Location of Proposed Removal and/or Fill Operation)

INSTRUCTIONS: Please submit in duplicate, and attach the $50 fee with your application. This is an application fee required by law [ORS 541.620(3)] and is not refundable. For additional information, phone 378-3805.

Mail To:
DIVISION OF STATE LANDS
502 Winter Street NE.
Salem, Oregon 97310

RECEIVED
FEB - 1 1973
DIVISION OF STATE LANDS
REMITTANCE $ 50.00

Musgrave & Musgrave --- CONSULTING ENGINEERS

PHONE 772-7115

GOLDY BUILDING
MEDFORD, OREGON 97501

January 12, 1973

Division of State Lands
502 Winter Street N. E.
Salem, Oregon 97310

Re: Proposed Land Fill at South Umpqua River

Gentlemen:

The Mercy Hospital in Roseburg, Oregon, through Baughman Surveying Service from the same City has asked that we study the possibility of placing fill in the flood plain of the South Umpqua River. The following report may be used as an attachment to the application for this purpose.

Project Site:

The hospital owns land located on the northwesterly side of the South Umpqua River and adjacent to the Washington Street Bridge. The ownership extends into the river and includes low-lying area that has underbrush and mature trees growing adjacent to the river. The attached aerial map indicates the project site.

Project Scope:

The scope of the project is to make land available to Oregon State Highway Department as a waste area to be used during a curve widening project along Interstate Highway 5. The specific curve widening project consists of solid rock, therefore, the material placed will be of that nature.

The extent of the project may be seen on the attached aerial map with the lower toe of the proposed fill to be at or above the 430 contour. This will provide that a portion of the existing vegetation along the river bank remain undistu

The face of the fill will be compacted along with the mass of the fill and be constructed of rock removed from the highway project. The nature of the material will provide for the necessary bank protection.

Project Specifications:

The entire project will be under the direction of Oregon State Highway Department. Attached please find a copy of a portion of their standard specification pertaining to this type of work. Additional comments may be obtained from that agency.

River Characteristics:

Contact with the Douglas County Water Master indicates that the flow in the South Umpqua River at Winston was (1) 90,000 cfs in 1955; (2) 104,000 cfs in 1964; (3) 36,000 cfs as a typical annual high water (extracted from depth information).

The width of the river varies as shown on the attached map. It is reported that annually deposits of gravel are removed from the river near the bridge and upstream of the forks.

The left fork is a high water channel with the normal flow contained in the older right fork.

The closeness of Interstate 5 is shown near Section 1 and has contributed to the cross-sectional area of the river.

Two highway bridges have been constructed immediately upstream from the project and the northerly abutments act as deflectors with respect to the actual project site.

Effect of Project on River Flow:

The area used by the proposed project is limited to "dead water storage" due to the amount and size of existing vegetation. The effects of the proposed project on the high water flow has been estimated from the change in cross-sectional area. Please refer to the attached aerial map for section numbers.

Section 1 (approximately 1700' upstream of project) is located at a narrow portion of the river. A cross-section of the river is shown as Figure 1 of this report and contains 6,000 square feet at a normal annual high water and 13,600 square feet at a 100 year flood level. These figures used with the 36,000 cfs and the 104,000 cfs represent velocities of 6.0 fps and 7.6 fps at Section 1.

Section 2 (600' upstream of project) contains 7,700 square feet at a normal annual high water and 16,800 square feet at the 100 year flood level. These figures represent velocities of 4.7 fps and 6.2 fps.

Section 3 (at the project site) contains 12,500 square feet at normal annual high water and 23,000 square feet at a 100 year flood level. These figures represent 2.9 fps and 4.5 fps as the respective velocities.

The project removes 1500 square feet from the area at the project site at the 100 year level and 150 square feet at the normal annual level. This adjusts the velocities to 2.9 fps and 4.8 fps.

It appears from these velocities that the effects of the proposed project will not affect the flow characteristics of the river nor will it affect the normal deposit of the gravel carried with the stream.

Summary:

The proposed project of placing 40,000 cubic yards of rock excavation as embankment on the Mercy Hospital site will provide a close waste area for a needed improvement for Interstate 5 and provide needed parking area for the hospital. The project will not affect the overall carrying capacity of the South Umpqua River nor cause the river to be directed in any manner contrary to the existing flow.

The velocity of the river at the project site will be increased over the existing velocity, however, this increase is small and the adjusted velocity remains less than the upstream velocity.

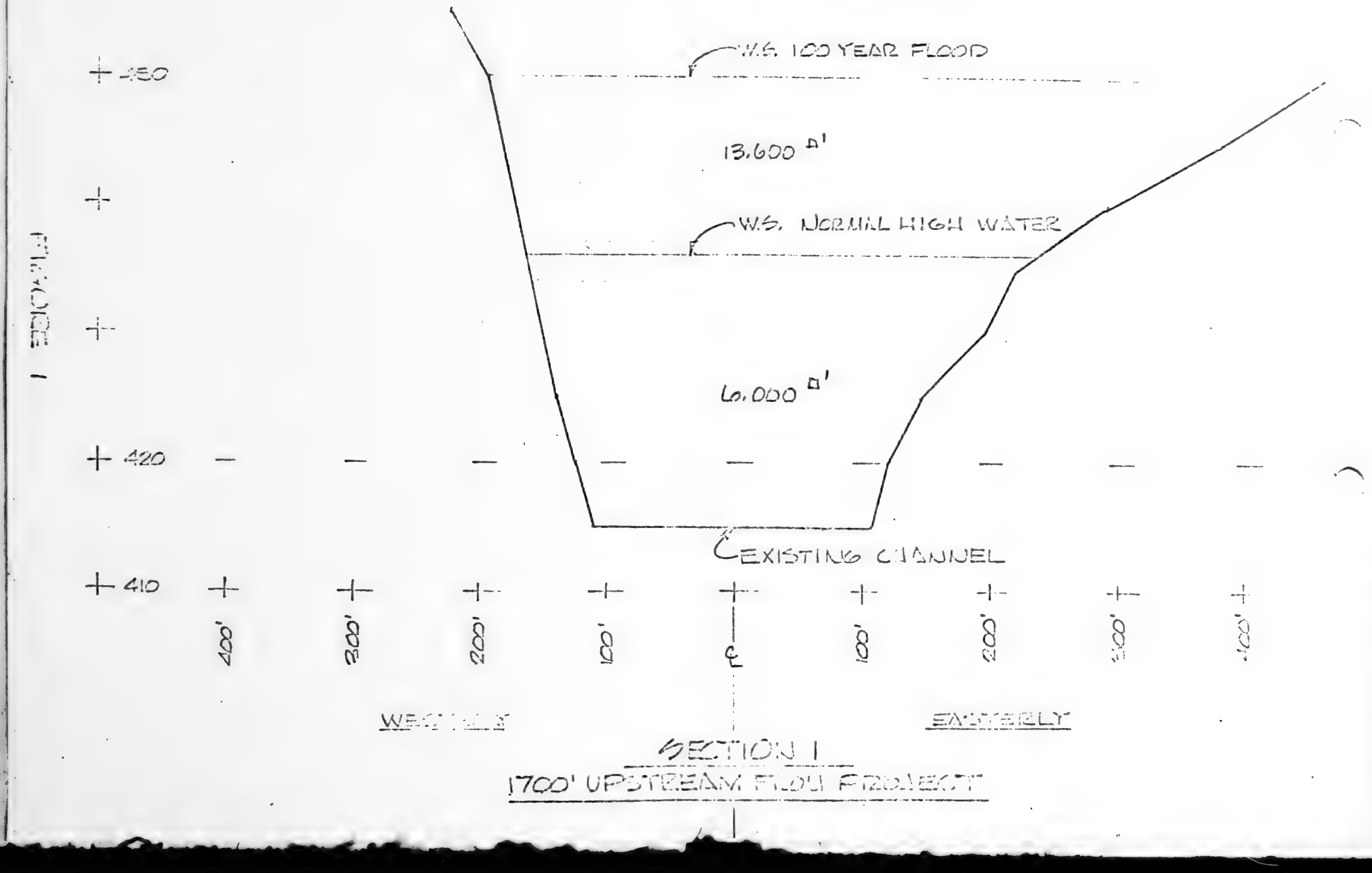
Respectfully submitted,

MARQUESS & MARQUESS

C. P. Westwood

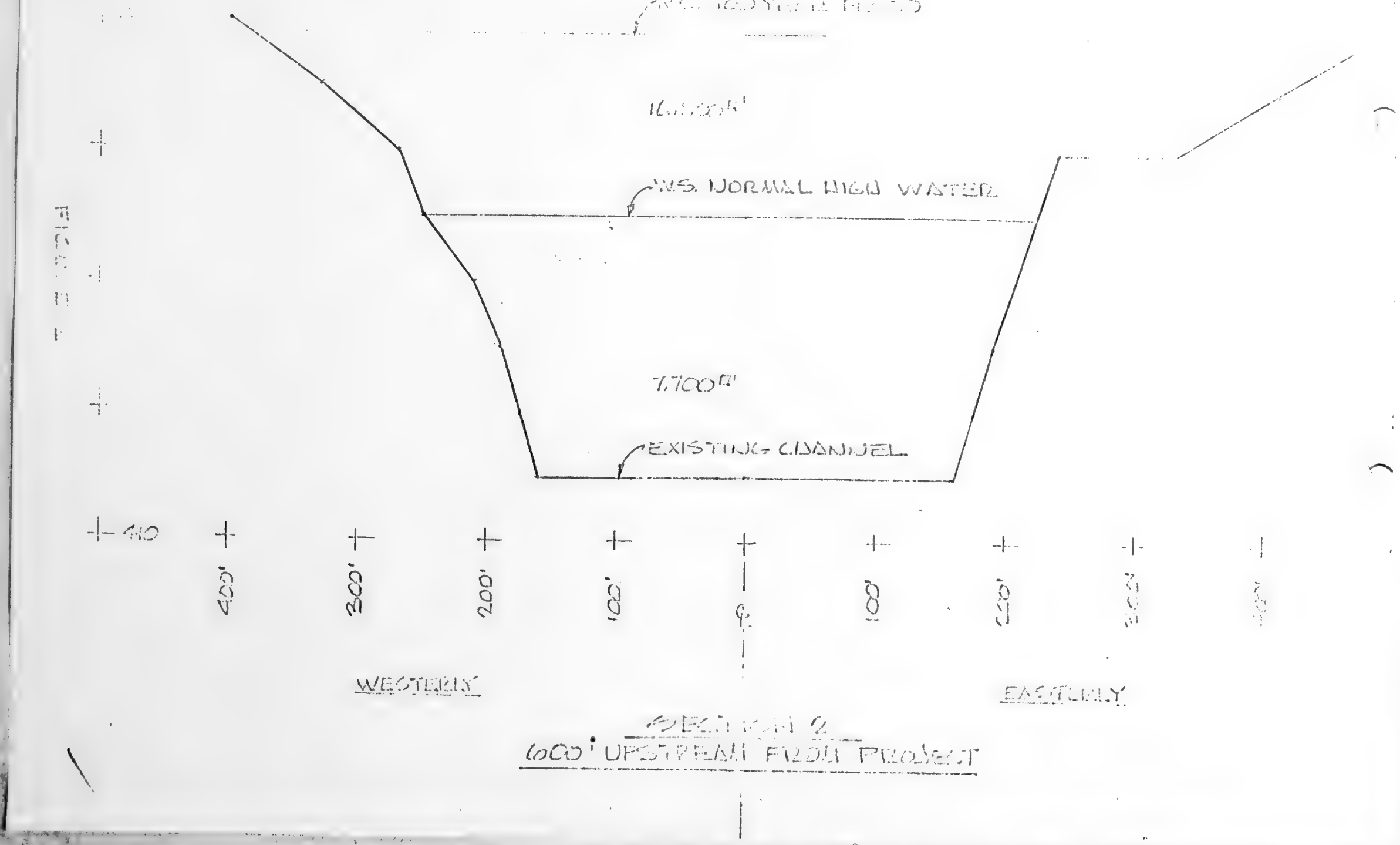
C. P. Westwood, P. E.

CPW:bm
Encl.
cc: Baughman Surveying Service

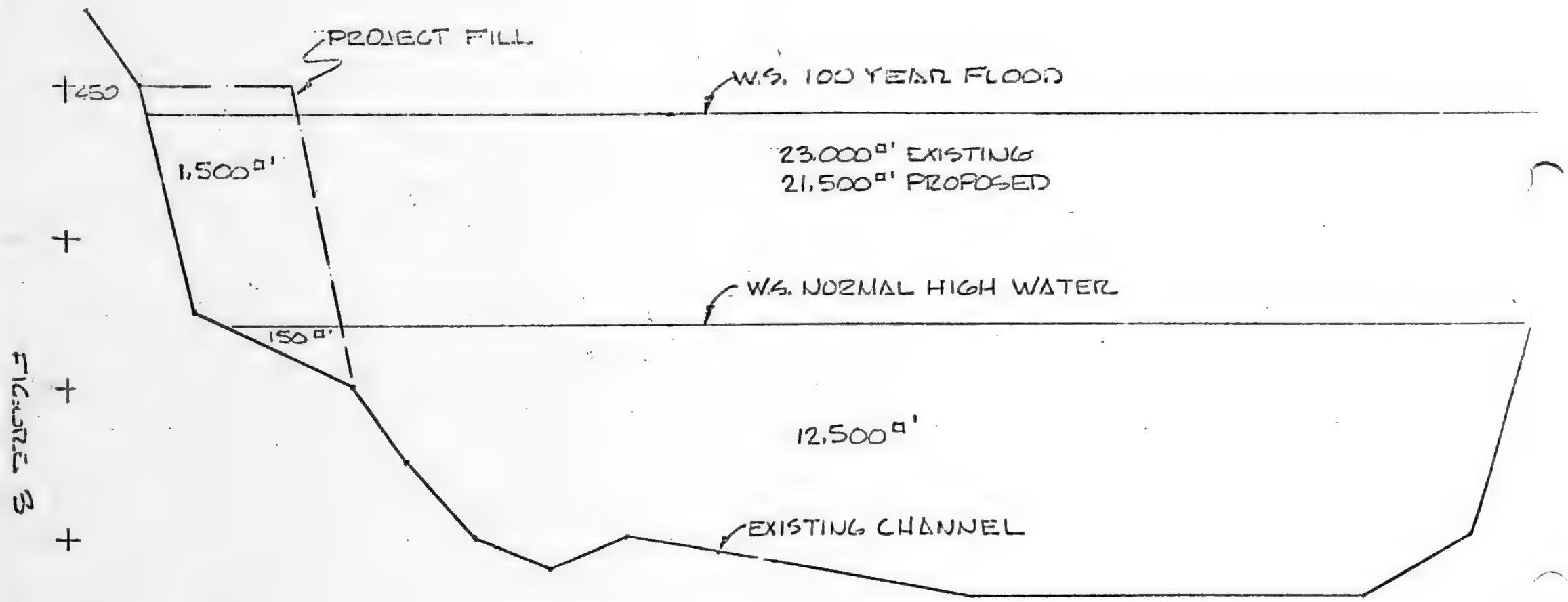


SECTION 1

1700' UPSTREAM FLOW PROJECT



SECTION 2
600' UPSTREAM FROM PROJECT



SECTION 3
PROJECT SITE

450
1,400
625'-25
611'50
1,242,000

SEC. 3

SEC. 2

SEC. 1

426

420

452.81' MEAS.
(452.13' CALC.)
(671.50' REC.)
BASE OF BEARING

422

424

426

428

430

BASED ON R.M. 2-12

LEGEND:

● - SET 5/8" I.R.
○ - FD. 3/4" I.P.
◎ - FD. BRASS CAP

SEC. 3

SEC. 2

SEC. 1

AREA TO BE
GIVEN BY CITY.
52,000 SQ. FT.

452.81' MEAS.
(452.13' CALC
(67.50' REC.)
BASE OF BEA

(219.37' REC.)
S. 89° 52' E.

426

438

422

424

426

428

430

432
434
436

434

435

440

445

450

422
424
426
428
430
432
435
440
445
(225.29' REC.)
421.37' REC.)
(S. 78°43'50" W.
(196.08' REC)
18.10" W.
REC.)
SEC. 4
SEC. 3
SEC. 2
SEC. 1
PARKING
AREA TO BE
GRADED BY
5,000 SQ. FT.
438
452.81' MEAS.
(452.15' CALC.)
(671.50' REC.)
BASE OF BEARING

(225.29' REC.)

SEC. 4

(N. 0°05'10" E.

309.75' REC.)

426

SEC. 3

426

5.2'

SEC. 2

SEC. 1

452.81' MEAS.
(452.13' CALC.)
(671.50' REC.)
BASE OF BEARING

420

422

LEGEND:

● - SET 5/8" I.R.

FORM E-30 (REV. 10-69)

1 Hall
A. Olson
2 Terpin
Scott
Swenson
K. Olson

RECEIVED
APR 17 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To: ____
Bring Up: __/__/__
Other: ____

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 13, 1973

To: Frank Hall
Design Engineer
S A L E M

SUBJECT: Garden Valley-Fairgrounds Sec.
Pacific Highway
Douglas County
Harvard Blvd. Profile

Attention Frank Terpin

I am returning the profile you sent with a revision Bates shows in red. This revision will satisfy the property owner on the northerly side of Harvard near Umpqua Street and permit us to secure an easement.

The sections you also sent indicate that our cut slope on the southerly side fall outside the right of way and also require a steep approach to properties on that side.

As Bates states in his included letter, we could establish a profile somewhere between yours and his and increase the crown to accomplish a match with property on the northerly side. Another suggestion is to develop a "shed roof" section which would better fit properties on both sides. Another treatment might be to consider a retaining wall on the northerly side.

Bates has gotten a favorable response from the Administrator of the Douglas Community Hospital on the proposed grade but is having difficulty getting a commitment from the Board of Directors on the easement. He will continue to work on this and we will get the info to you as soon as possible.

If more field investigation is in order, please let me know.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw
Encl.

cc A. W. Bates

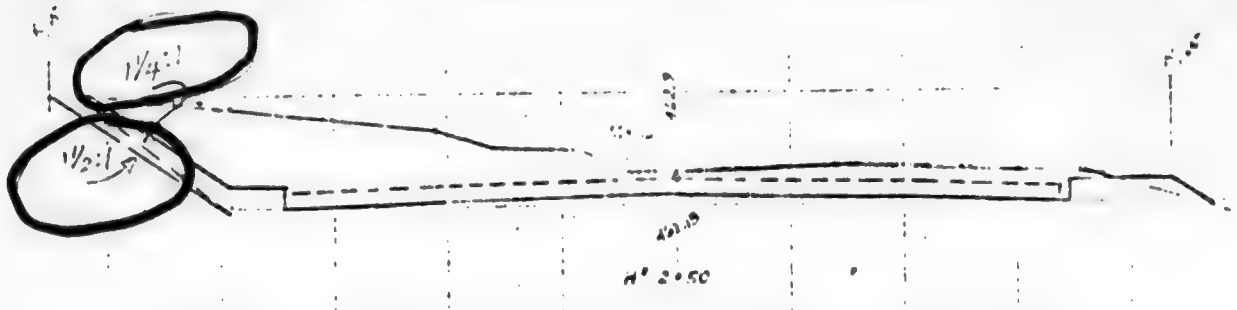
NOTED

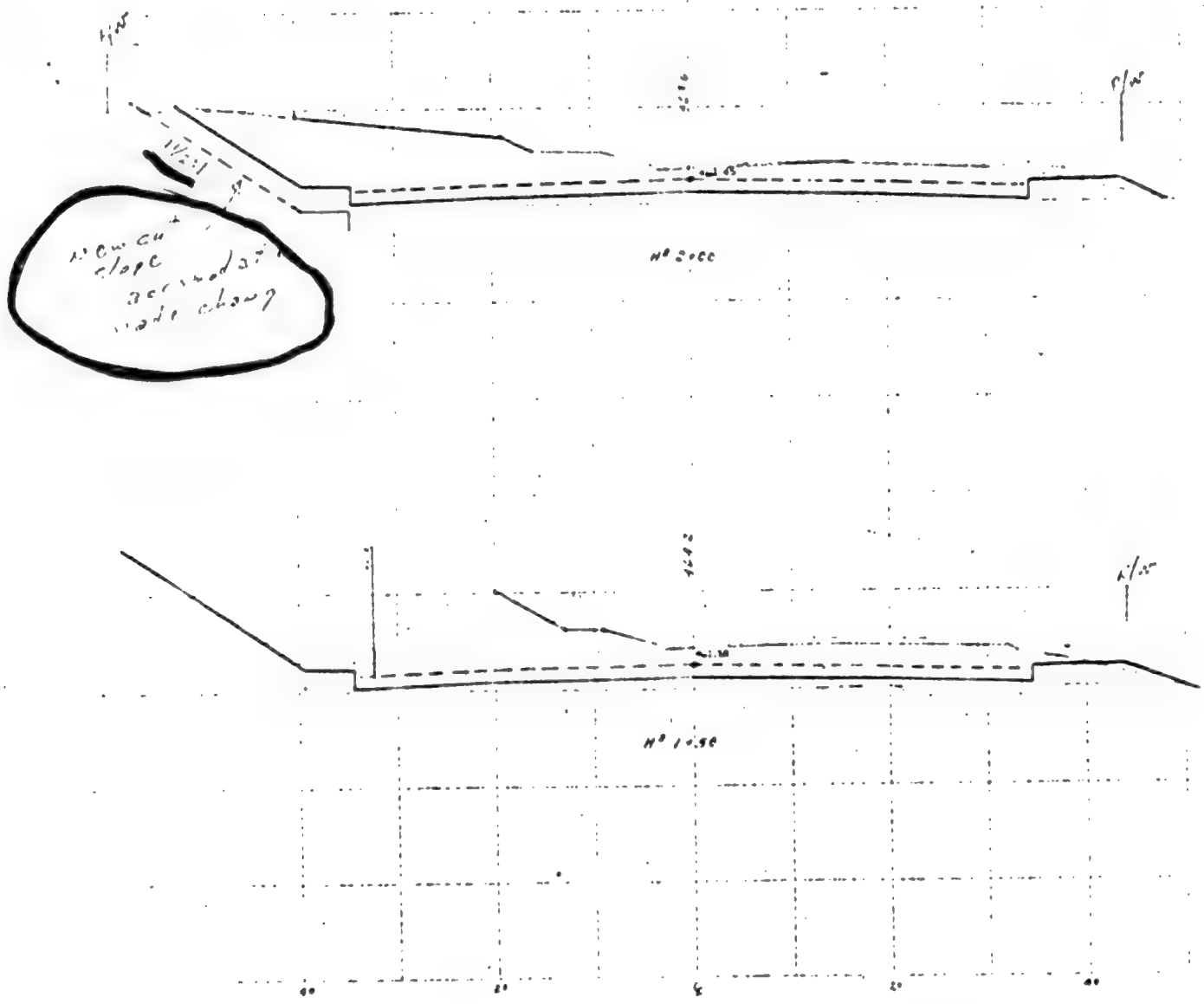
REFERRED TO

Cole ____ Reed ____
Eriksen ____ Sample ____
Heger ____ Watson ✓

Return ☒ Forward ☐
Discuss ☐ File ☐

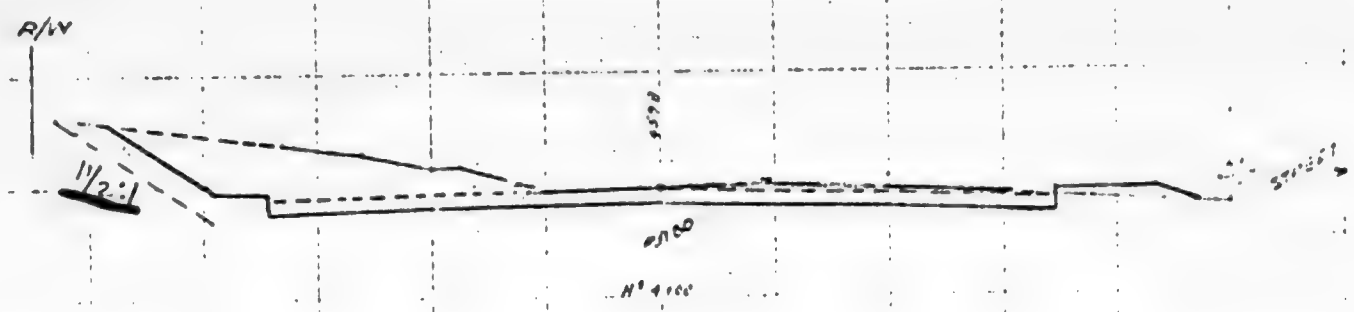
BY FINAL DESIGN ENGINEER

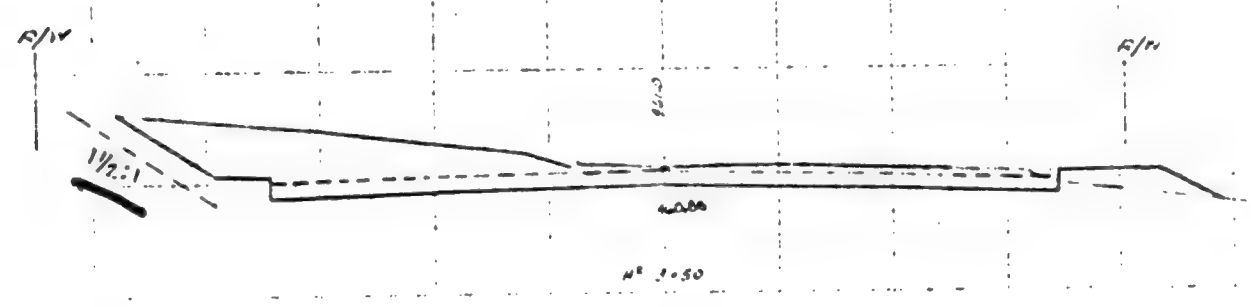


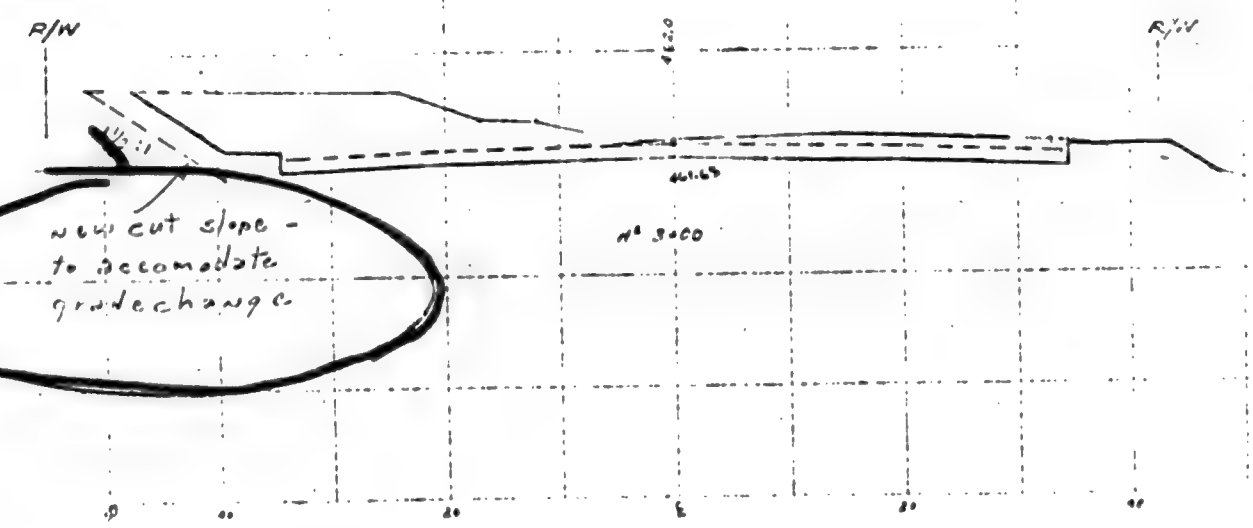


Garden Valley - Fairgrounds

Harvard Ave. X-Section

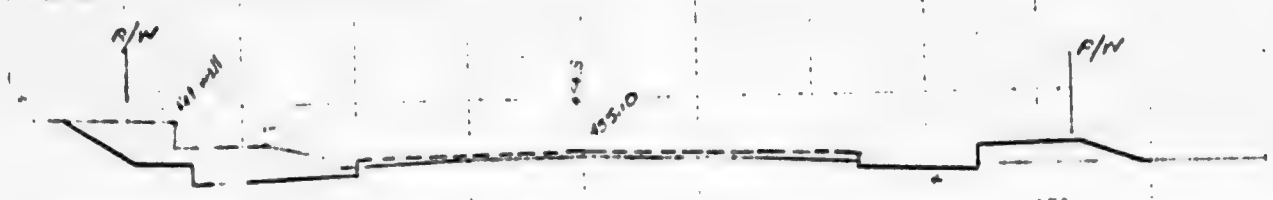




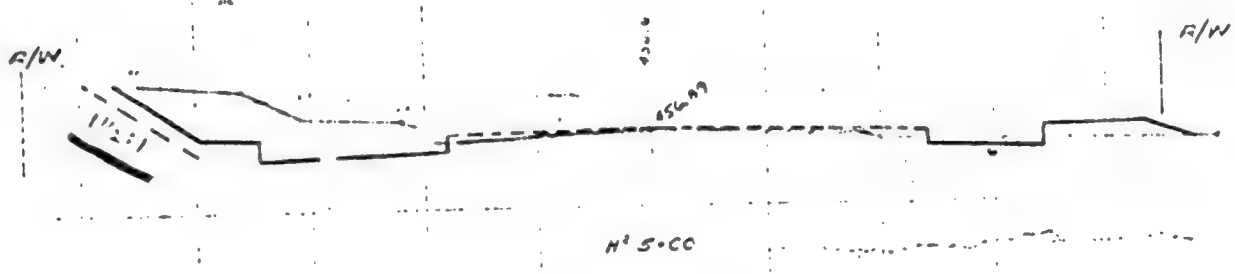


Garden Valley - Fairgrounds

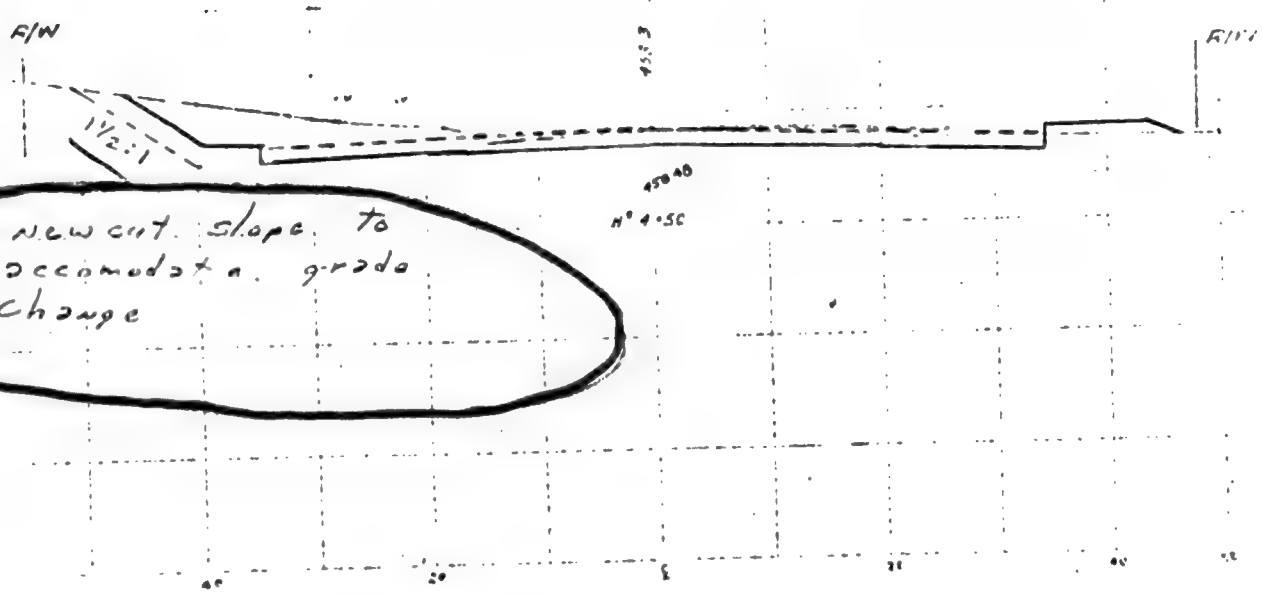
Harvard Ave X-Sect



N° 5+50



N° 5+00



N° 4+50

Garden Valley - Fairgrounds
Pacific Highway

Harvard Ave. X-Section.

W. Harvard Ave.

S89°03'E

N89°03'00"W

MILITARY AVE.

W. Point Loma Blvd.

UMPQUA ST.

COLES VALLEY WAGON

G.&O. Phillips 44913
106-564
Deed 490-687-72
56.60'±
82.43'±

G.&O. Phillips et al 44914
194-
Deed 490-616-72

E.&M. Kelley 44915
280-275
Deed 490-672-72
15,687 s.f.±

H.&P. Kruse 43493
254-580
30.00'±

J.&C. MacNabb 44906
280-795
8,700 s.f.±
Deed 773-11

G. Carlson 44905 (1)
278-961
11,450 s.f.±
RA
Deed 477-14-71

247-592

G. Carlson 44905 (2)
273-984
22,180 s.f.±

255-196

466-627

C.B. James et al 44908
371-790

J.&C. James 44909
319-951

L.&F. Marx 44910 (2)
280-666
Deed 475-189-71

C.P. Hooper 44911
90-915

T.F.A. Smalle
313-596

C.L. Meyers
89-638

H.&P. Kruse
290-233

Gulf Oil Corp.
399-549

Top Cut

Top Cut

Top Cut

Top Cut

45137 @
1.88 Ac.±
Deed 497-67

"H²" 2+09.10 P.C.

"H²" 3+19.99 P.I.
N 576,896.78
E 1,238,681.04

"H²" 4+31.72 P.C.

"H²" 4+30.77 P.T.

"H²" 2°C.R.
Δ = 4°26'
T = 110.89

"H²" 2°C.L.
Δ = 4°38'50"
T = 116.24'

"H²" 5+47.96 P.I.
N 576,918.18
E 1,238,453.96

"H²" 6+64.08 P.
"H³" 7+72.24 P.C

"H³" 8+00.00

P.P. ℄ of Umpqua & W. Harvard
N 576,915.36
E 1,238,297.51

Community Hospital, Inc

N84°37'00"W

N89°15'50"W

55'

40'

+00

+08

+09.10

+25

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 12, 1973

SUBJECT: **Garden Valley Rd.-Fairgrounds Interch. Section**
Pacific Highway
Douglas County

To: **Frank Hall**
Design Engineer
S A L E M

Attention Frank Terpin

We met with Bert Allenby, Douglas County Fair Director, twice in connection with redesign of the Fairgrounds Interchange in an attempt to secure some type of agreement.

At the first meeting, we learned of planned expansion of the existing race track which would be in conflict with the relocated Fairgrounds access road in your design. Also, the Fair Board expressed dissatisfaction with the loss of parking the relocation would effect.

We then revised the access road connection to Portland Street as shown on the sketch to a point some 100 feet west. The Fair Board and Allenby reviewed this proposal and still expressed dissatisfaction. They made a request for an additional exit leg from the freeway and failing here, asked that your proposed exit connection to Portland Street be moved closer to the freeway. The Board was told that neither of their proposals was acceptable or reasonable and that any changes would probably be limited to minor modification of your design plan shown.

The status now is that the Fair Board is not particularly happy with our design, has no reasonable alternate, but indicated they will not fight if we proceed with what we have. George Grubb, County Engineer, tells us that the County will go along with whatever the Fair Board wants. Allenby also tells us we will not get anything in writing from him or the Fair Board.

NOTED

1
2
3

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		X Watson	W
Return	☒	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

Our recommendation is that we go with the relocated Fairgrounds access road to eliminate a conflict with race track expansion.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Encl.
cc C. T. Keasey
A. W. Bates

Roseburg, Oregon
April 10, 1973

Oregon State Police
Attention Lt. D. A. Pankratz

Department of Motor Vehicles
Attention John Wright

After discussing the problems connected with development of an office site southeasterly of the Garden Valley Interchange, the Highway Division has decided to drop consideration of said site.

ALFRED SHIRLEY, JR.
Regional Engineer

By JOHN E. HOLCOMB
Region Office Engineer

JEH/cw

FORM 8-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
U. S. COULTER

Salem, Oregon
April 6, 1973

To: Scott Coulter

SUBJECT: Disposal Site
Garden Valley Interchange-
Fairgrounds Section
Interstate 5
Douglas County

After discussing the above disposal site as a possibility for a new Region Office building location with Hal Versteeg and me, Mr. Klaboe made the decision that we would not develop this location for that purpose.

We are therefore not interested in purchase of this site. Please advise Region III.

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

Attachment

cc F. B. Klaboe

RECEIVED
APR 9 1973
Office of
Assistant State Highway Engineer

April 6, 1973

Proposed New Office Site at Roseburg, Oregon

Proposal to purchase site for disposal of material taken from Garden Valley Interchange-Fairgrounds Section of I-5 in Douglas County. Later construct Roseburg Maintenance Site.

SEE: MAI 14-2
Roseburg

8003 Garden Valley Rd.-Fairgrounds 1974
Int. Sec. of the Pacific Hwy.
(Grad., pav., struct., sign. & ill.)#2

C-A 4527 - 6/28/72

Con 8-2-2

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1973

To: MEMO TO FILES

SUBJECT: Bicycle/Pedestrian Facilities
Garden Valley Road-Fairgrounds Section
Pacific Highway (I-5), Douglas County

A meeting was held in the Roseburg Courthouse on the afternoon of March 27 to discuss the subject bicycle/pedestrian facilities as shown on the attached map. The following persons were in attendance:

George Grubb, Douglas County Engineer
Donald Bentz, Public Works Director, City of Roseburg
James H. Versteeg
J. X. Wilson
Al Bates
Lyle Watson
J. D. McClure

The primary purpose of this meeting was to establish whether or not the City of Roseburg and Douglas County would be in favor of a bicycle/pedestrian facility from Harvard Avenue to the fair grounds. The proposal was made by the Oregon State Highway Division after observing many pedestrians and bicycles using the freeway during the time of the County Fair. There is no alternate street that can be used, other than the freeway, for non-vehicular traffic. This facility was presented to the City and County as a proposal only, and would require Federal Highway Administration approval. Their formal support is needed in order to pursue this facility further.

Mr. Grubb and Mr. Bentz were not too concerned if we constructed this facility or not. Their primary interest was for a crossing of the Umpqua River. This proposal has been discussed previously; however, the City has never made a formal request for justification of this facility. The City has constructed a bikeway along the northerly bank of the Umpqua River and plan to extend this bikeway to the downtown area some time in the future. The purpose of the river crossing would connect the high school to Stewart Park, residential areas lying northerly of the Umpqua River and to the trail constructed by the City to the downtown area. The high school lies in a very inaccessible area between the river and the freeway.

NOTED
E. S. HUNTER

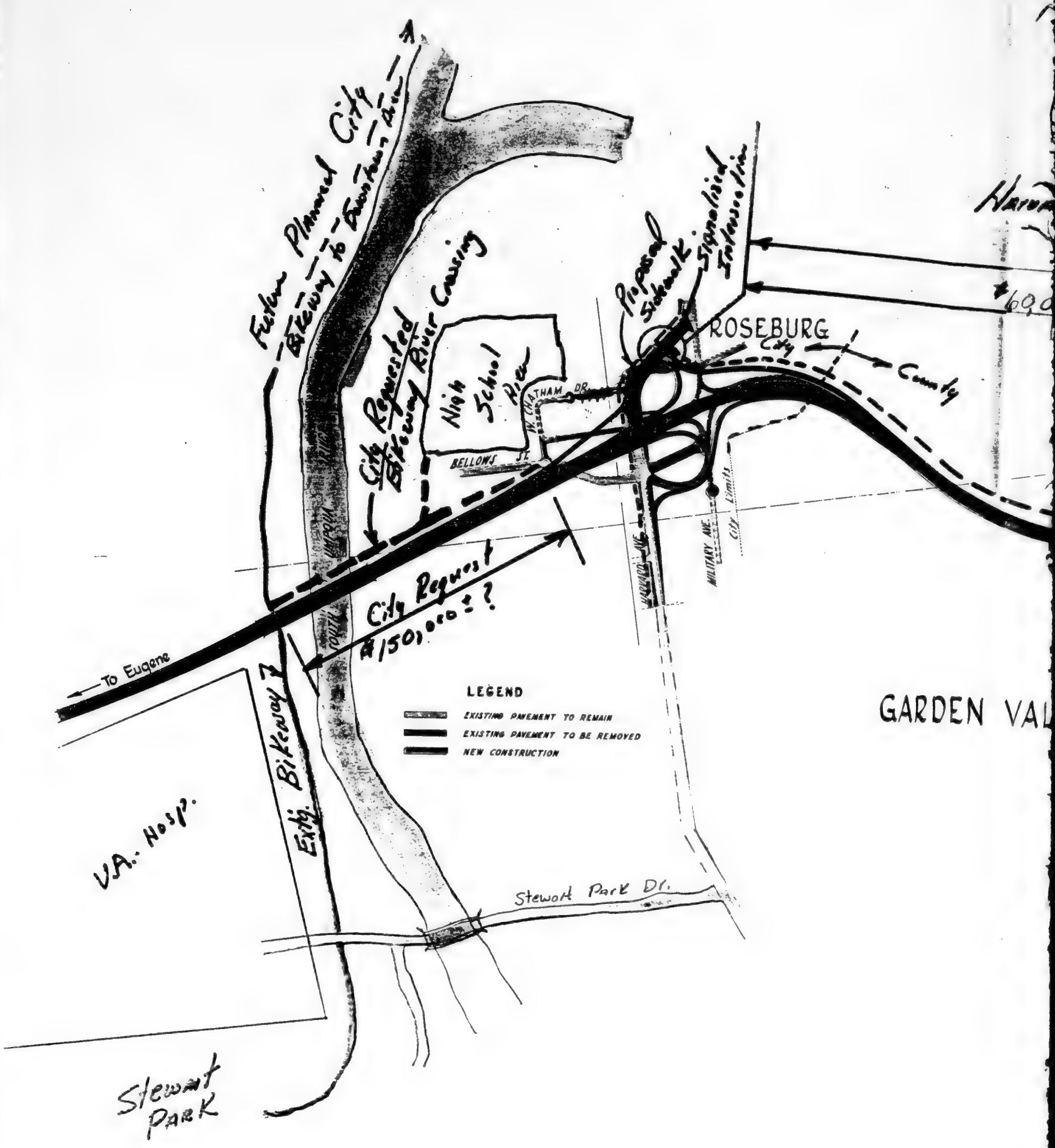
RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

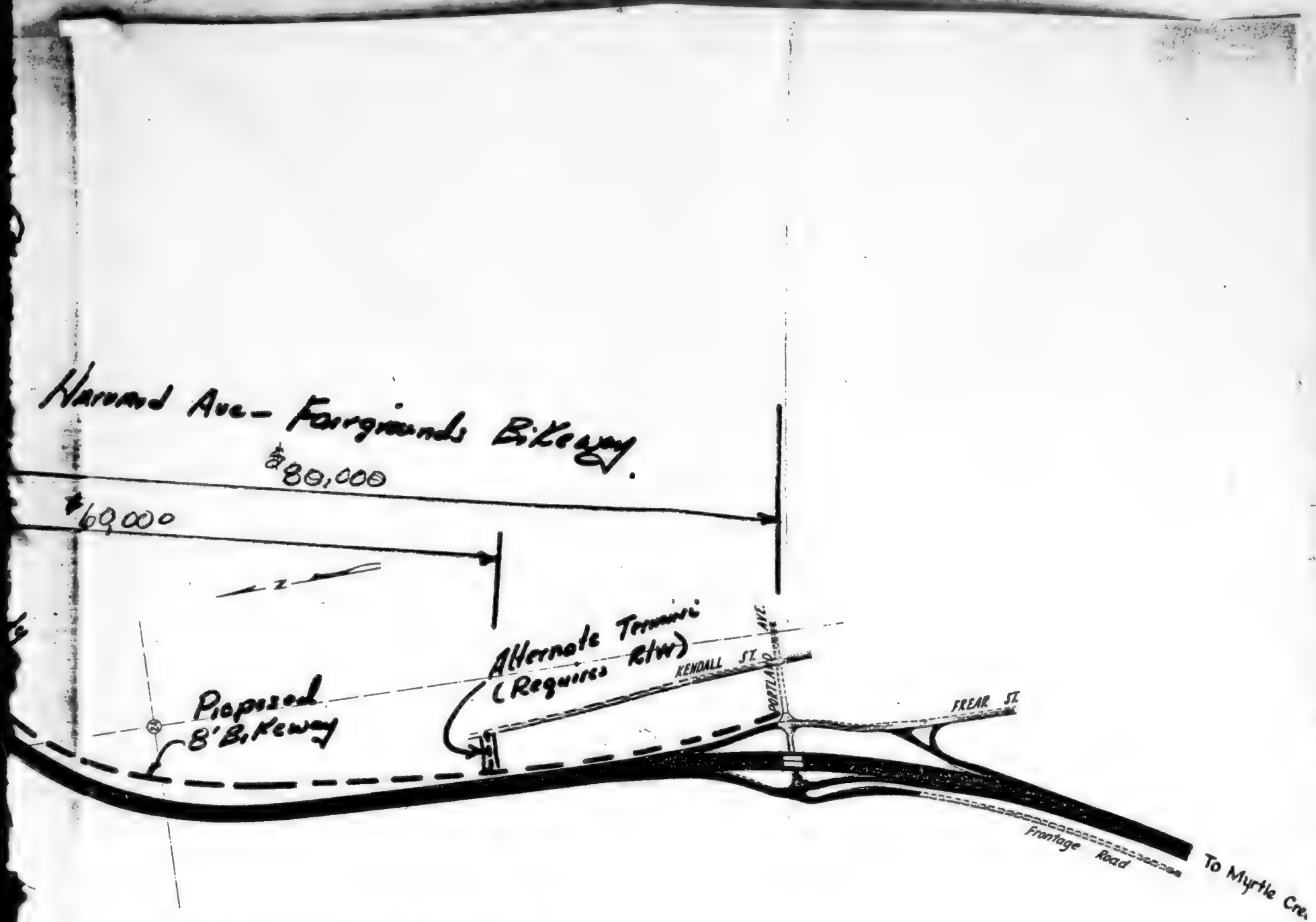
SP*52475-734

Mr. Versteeg requested the City of Roseburg and Douglas County to study the proposed bikeways and to make a formal decision within a week.

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach
cc: E.S. Hunter
J.H. Versteeg
J.X. Wilson
Al Bates
Lyle Watson


Future Planned City
Bikeway to Eastgate Area
City Requested
Bikeway River Crossing
North Umpqua River
High School
W. CHATHAM DR.
BELLOWS ST.
Proposed Sidewalk
Signalized Intersection
ROSEBURG
City
County
MILITARY AVE.
City Limits
City Request
#150,000.??
To Eugene
LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION
Exist. Bikeway
VA. Hosp.
Stewart Park Dr.
Stewart Park
GARDEN VAL



OREGON STATE HIGHWAY DIVISION

DESIGN HEARING MAP

DEN VALLEY RD.—FAIRGROUNDS SECTION

PACIFIC HIGHWAY (I-5)

DOUGLAS COUNTY

8003

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1973

Mr. R. H. Sallee
Pacific Power & Light Company
920 SW Sixth Avenue
Portland, OR 97204

Mr. Lloyd Lamothe, Room 700

Power Distribution Facility Conflicts
Garden Valley Rd.-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on August 30, 1973. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached is a list of conflicts totaling thirty-five (35) in number. Thirty (30) of the conflicts are poles owned by your company and five (5) are contacts on Pacific Northwest Bell Telephone Company's poles. Four (4) of your conflicting poles are located on private property and twenty-six (26) on public road right of way. The State will reimburse you for 4/30 or 15.38% of the cost to adjust your facilities. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A".

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Havig, 1523 SE Cobb Street, P.O. Box 1128, Roseburg 97470, telephone 672-6541, extension 241, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

RECEIVED
MAR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. A. W. BATES, 1547 SE Jackson Street, P.O. Box 1128, Roseburg 97470, telephone 672-6541, extension 232, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Bates. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Havig.

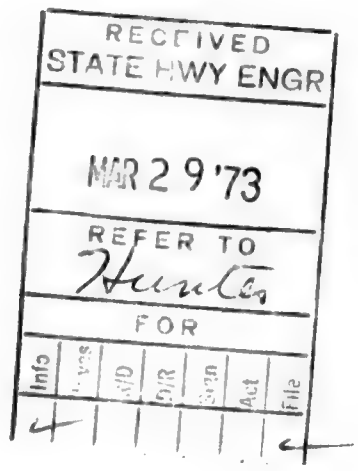
Very truly yours,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enclosures

cc: G. L. Green
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
A. W. Bates
M. G. Havig



LIST OF CONFLICTS

Utility: Pacific Powe. & Light Co.
Project: Garden Valley-Fairgrounds Rd. Interch.
Highway: Pacific
County: Douglas

Sheet 1 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
PP&L Pole # R 1565	2538+48	114 ft.	Easterly	X		
" " R 2367	2540+85	76 ft.	"	X		
" " R 2360	2543+31	120 ft.	"	X		
" " R 4598	2545+99	138 ft.	"		X	(Illumination Pole)
" " R 3430	2555+43	109 ft.	"	X		Joint Use PNB #633
Joint Use Pole # 7/235	2556+22	420 ft.	Westerly	X		PNB Pole #806
PP&L Pole # R 2348	2556+38	72 ft.	Easterly	X		Joint Use PNB #653
Joint Use Pole # 7/218	2556+53	346 ft.	Westerly	X		PNB Pole #930
PP&L Pole #100903	2556+81	387 ft.	"	X		
" " R 2564	2557+23	150 ft.	Easterly		X	
Joint Use Pole # 7/217	2557+50	90 ft.	Westerly	X		PNB Pole #630
PP&L Pole # R 2726	2557+77	285 ft.	"	X		
Joint Use Pole # 7/216	2558+00	38 ft.	Easterly	X		PNB Pole #530
PP&L Pole #R1692	2558+21	276 ft.	"	X		Joint Use PNB No #
Joint Use Pole # 7/215	2558+48	173 ft.	"	X		PNB Pole #510
PP&L Pole # R4358	2559+02	190 ft.	"	X		
" " # R 3146	2609+85	132 ft.	"	X		
" " # R 2383	2616+00	129 ft.	"	X		
" " # R 2380	2618+57	199 ft.	"	X		Joint Use PNB #1940

LIST OF CONFLICTS

Utility: Pacific Power & Light Co.
Project: Garden Valley-Fairgrounds Rd. Inter.
Highway: Pacific
County: Douglas

Sheet 2 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Harvard Ave.						
PP&L Pole #R 4805	H^2 5+92	32 ft.	Northerly	X		
" " #R 4804	H^2 4+88	38 ft.	"	X		
" " #R3212	H^2 4+18	19 ft.	Southerly	X		Joint Use S.O. Cable
" " #R 3211	H^2 2+69	14 ft.	"	X		" " " "
" " #R 3232	H^2 1+71	11 ft.	"	X		" " " "
" " #R 2359	H^2 0+20	11 ft.	"	X		" " " "
" " #R 3825	H^7 1+91	21 ft.	"	X		
" " #R 3824	H^7 3+90	21 ft.	"	X		
" " #R 3823	H^7 4+68	25 ft.	"	X		Joint Use PNB No #
" " # R 1226	H^7 4+83	75 ft.	Northerly		X	" " " " "
" " # R 1227	H^7 4+83	172 ft.	"		X	" " " # 508R
" " # R 2060	H^7 8+11	55 ft.	Southerly	X		" " " # 657

LIST OF CONFLICTS

Utility: Pacific Power & Light Co.
Project: Garden Valley Rd.-Fairgrounds Interch.
Highway: Pacific
County: Douglas

Sheet 3 of 3 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
	PP&L Poles that serve the existing State Illumination only.					
	NOTE: These poles will not be moved or removed until notification					
	by Resident Engineer.					
PP&L Pole # R 3240	2607+19	146 ft.	Westerly	X		
" " # R 3134	2608+20	190 ft.	"	X		
" " # R 2666	2619+28	170 ft.	Easterly	X		
" " # R 2667	2619+92	148 ft.	"	X		

I-5

Salem, Oregon

March 20, 1973

J. H. Versteeg, Region 3 Engineer

Frank E. Terpin, Final Design Engineer

Garden Valley Rd. Intchg.-Fairgrounds Rd. Intchg.
Section
Pacific Highway
Douglas County

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

A study of the factors to establish or not establish a bikeway on the subject section should be made. Until now it has been assumed by the Final Design Unit that one would be built but there has never been any formal requests for, or any justification made for, a bikeway.

The City of Roseburg apparently has a plan for one along the easterly bank of the river which will serve the fairgrounds when a new bridge is built. Perhaps this can be used as justification for not constructing a bikeway as part of the subject project.

Will you please contact the city, the county and Jim McClure of the Location Section and make the required study.

FET:jh
cc: V. D. Wolfe
H. S. Cox
J. D. McClure
L. K. Watson

FORM B-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

FILED
H. S. COULTER

Roseburg, Oregon
March 19, 1973

To: MEMO TO THE FILE

SUBJECT: Garden Valley-Fairgrounds Interch.
Pacific Highway - I-5
Douglas County

I met with Stanley Stafford and Don Bentz, City of Roseburg, on March 16, 1973 to discuss the requests of the city in connection with the upcoming Mt. Nebo project.

I advised the city that consideration might be given to supplying 15,000 to 20,000 c.y. of excess material for city bikeway purposes under the following conditions:

1. City must secure necessary permits.

2. City must agree to perform any and all clearing and grubbing.

3. City would supply all lay-down and compaction equipment.

4. The entire proposal would hinge on our proposal for acquiring property on the north side of the Umpqua River which would call for a temporary crossing of the river. We would not consider making the city project a special haul.

5. The proposal is further contingent upon FHWA approval and participation.

The City is satisfied with the above conditions and will respond to us in writing shortly.

J. X. WILSON
Region Construction Engineer

JXW/cw

cc H. S. Coulter
C. T. Keasey
A. W. Bates

RECEIVED
MAR 20 1973
Office of
Assistant State Highway Engineer

300.3

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 19, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Sir:

Re: Garden Valley Road-Fairgrounds
Interchange
Pacific Highway (FAR 3)
Douglas County

An evaluation of the overlay requirements on the subject section has been completed in accordance with the method outlined in August, 1970 by Messrs. Hewitt and Rugenstein, FHWA representatives from Washington, D.C. Additionally, two other methods of evaluating the pavement structure and their results are included in the report.

Two copies of the overlay design analysis are included for your review. Should any questions arise about the analysis, they will be answered promptly.

Your approval of the asphaltic concrete overlay with leveling is requested.

Very truly yours,

NOTED
E. S. HUNTER

Victor D. Wolfe
Location Engineer

Enclosures
CJG:af mc

bc E. S. Hunter

RECEIVED
MAR 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I-5

Salem, Oregon

March 9, 1973

J. H. Versteeg, Region 3 Engineer

F. E. Terpin, Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Garden Valley Road-Fairgrounds Interchange
Pacific Highway
Douglas County

To confirm the telephone conversation of March 7, 1973, between you and Frank Hall we are transmitting the following information.

Enclosed are three sets of plans, profiles and cross sections of the Harvard Avenue Interchange with proposed revisions for review. The sidewalk has been eliminated on the east side of West Harvard Avenue from W. Umpqua Street to W. Freeway Avenue. Also eliminated was the school bus turnout right of Station 5+00 to Station 7+00. Additional right of way will be required at the W. Harvard Avenue and W. Umpqua Street intersection.

The proposed grade change will allow the required 17' vertical clearance at the structure. Easements will be required to construct sidewalks as shown on prints colored in orange.

Please contact the affected parties and determine if difficulty in obtaining the easements is to be expected.

FET:jh

/ Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 7, 1973

SUBJECT:

To: Mr. Frank Hall
Design Engineer
S A L E M

Transmitted is a copy of Mr. Donald Bentz's letter of February 28, 1973 concerning proposed plans for Harvard Interchange on I-5.

The City of Roseburg is requesting the deletion of the proposed pull-out lane near Roseburg High School. We concur in the recommendation.

J. H. VERSTEEG
Region Engineer

JHV/cw
Attach.

cc Victor D. Wolfe
A. W. Bates

1
2
3

REFERRED TO

Cole	Reed
Eriksen	Sample
Hager	Watson
Return ☒	Forward ☐
Discuss ☐	File ☐

BY FINAL DESIGN ENGINEER

Department of Public Works

Phone (503) 672-1607

CITY OF ROSEBURG

Suite 406, Pacific Building
727 S. E. Cass
ROSEBURG, OREGON 97470

February 28, 1973

Mr. Glen Clark
Oregon State Highway Department
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Mr. Clark:

We have reviewed recent plans for the Harvard Avenue Intersection (Garden Valley-Fairgrounds Project) and concur that a pull-out lane, for dispersing pedestrians on the southerly side of Harvard Avenue directly across from the Roseburg Senior High School, seems to be not only hazardous but interruptive to a continuous flow of traffic. In this location it would be within the limits of the east to north on-ramp of I-5 and prove, we feel, to create a hazardous condition for motorists.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

cc: Mayor William Evans

Richard P. Adams
Acting City Manager

NOTED
G. L. C.
3/7/73

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 2, 1973

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Proposed Waste Area Sites
Garden Valley-Fairgrounds
Pacific Highway

Attached is a file on proposed waste areas for excess materials on the above project containing the following:

1. 3 Maps showing location of all known waste areas.

2. Haul distance chart.

3. File of correspondence and information on each possible waste area.

4. Bates' transmittal letter containing his recommendations and comments.

Our recommendation is that we designate the Fairgrounds, Mercy Hospital and our proposed new office site as mandatory sites and that the Loosley and Sun Studs sites be listed as optional. If you concur, please let me know so we can proceed with the necessary agreements and permits.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

REFERRED TO

Cole — Reed
Eriksen — Sample
Heger — Watson

Return ☐ Forward ☐
Discuss ☐ File ☒

BY FINAL DESIGN ENGINEER

1 Hall
A. Olson
2 Torpin
3 Scott
4 Swenson
R. Olson
Trout

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MAR 5 - 1973
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FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 20, 1973
Roseburg, Oregon

To:

J. H. Versteeg,
Regional Engineer

SUBJECT: Waste Area Sites
Garden Valley- Fairgrounds Section
Pacific Highway

Herewith three maps showing the location of all known waste areas for the material from Mt. Nebo. Also included is a chart showing haul distances and correspondence and other available information on each site.

The area with the shortest haul is to Mercy Hospital and they will obtain all necessary permits.

There are two areas in which the contractor would be required to place the material and maintain haul roads. These are the areas marked Loosely, and Roseburg Disposal Co.

Roseburg Disposal Co. states they would make an area available and all work would be performed by the state or the contractor. The haul road is dirt and very narrow.

The County and Sun Studs will do the placement work and Sun Studs will construct a bridge across the river which will make their site available excepting during floods.

Clifford Bryden will pay the difference in haul between his site and the best site.

I believe that our proposed site, Mercy Hospital and the Fairgrounds should be designated sites. I believe that the John Loosely site and Sun Studs should be optional with the contractor as it is possible that the contractors available men and equipment could determine which site was the most economical.

I do not believe the Roseburg Disposal site should be considered as the material placed at this location would not contribute to the community.

Alfred W. Bates,
Resident Engineer

ROSEBURG REGION
RECEIVED
FEB 21 1973

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 1, 1973

SUBJECT:

To: Mr. Frank Hall
Design Engineer
S A L E M

Transmitted is a copy of Mr. McKee's letter of February 28, 1973 concerning a proposed drop-off area on Harvard Avenue near Roseburg High School. The School Superintendent is opposed to the construction of any such drop-off area because of the danger to the student in crossing Harvard Blvd. to reach the school.

We agree with Mr. McKee's recommendation and request that the drop-off area be deleted from the plans for the reconstruction of Harvard Interchange on I-5.

J. H. VERSTEEG
Region Engineer

JHV/cw
Attach.

cc L. E. George
Walter J. Hart
A. W. Bates

1 H
2
3 T

REFERRED TO

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Eriksen		Sample	
Hager		1 Watson W	
Return	☐	Forward	☐
Discuss	☐	File	☒ Copy

BY FINAL DESIGN ENGINEER

IT

Roseburg Public Schools

ROBERT E. McKEE, Superintendent of Schools
LOUIS F. ROCHON, Asst. Supt. - Curriculum
ROBERT B. KEADY, Asst. Supt. - Special Services
WENDELL B. SMITH, Business Manager
STANLEY G. HOLMES, Clerk

DISTRICT NO. 4, DOUGLAS COUNTY
ADM. OFFICE: 1058 W. HARVARD BLVD.
PHONE (503) 672-2696
WAREHOUSE: VALLEY VIEW DRIVE
ROSEBURG, OREGON 97470

FEBRUARY 28, 1973

MR. GLEN CLARKE
OREGON STATE HIGHWAY DIVISION
P. O. BOX 1128
ROSEBURG, OREGON 97470

DEAR GLEN:

IT HAS COME TO OUR ATTENTION THAT CONSIDERATION IS BEING GIVEN TO THE CREATION OF A DROP-OFF AREA OPPOSITE THE ROSEBURG SENIOR HIGH SCHOOL ON HARVARD BLVD. THIS WOULD BE IN THE NATURE OF A REFUGE FOR PARENTS WHO WERE EASTBOUND TO LET STUDENTS OFF AT THE SCHOOL.

WE WOULD BE OPPOSED TO ANY SUCH PLAN SINCE THE STUDENTS WOULD THEN HAVE TO CROSS FOUR LANES OF TRAFFIC TO REACH THE SCHOOL. SOME WOULD CROSS WITH THE TRAFFIC LIGHT BUT MANY WOULD NOT. WE WOULD RATHER ENCOURAGE PARENTS TO ENTER THE HIGH SCHOOL PARKING LOT AND THEN RETURN TO HARVARD BLVD. WITH THE TRAFFIC LIGHT.

SINCERELY YOURS,

Robert E. McKee

ROBERT E. McKEE
SUPERINTENDENT

REM/J

NOTED
G. L. C.
3/1/73

RECEIVED
MAR - 1 1973

I-5

Tauden Valley - Fairgrounds

OREGON STATE HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. Stanley E. Stafford, Director
Parks and Recreation
City of Roseburg
744 S. E. Rose Street
Roseburg, Oregon 97470

February 26, 1973

Dear Mr. Stafford:

This will acknowledge your letter of February 21, 1973 to Mr. Glen Clark of this office.

The feasibility of a suspended bicycle structure on the I-5 crossing of the South Umpqua River is presently being studied by our Bridge Division in Salem. If the proposal is reasonable and the FHWA will participate in the funding, I anticipate that the request can be granted.

The 15,000 to 20,000 cubic yards of excess material from the Mt. Nebo excavating for the bicycle paths needs some further discussion as follows:

1. The environmental impact of placing the material along the bank of the South Umpqua River is unknown and needs investigation.

2. The location of the proposed bikeway is some distance from our I-5 project and F.H.W.A. participation in the hauling and placing of the material needs to be investigated.

3. Clearing and other related costs should also be discussed.

I have asked Mr. Jay Wilson, Region Construction Engineer, to contact you for additional information and discussion.

Very truly yours,

J. H. VERSTEEG
Region Engineer

cc Frank Hall
Walter J. Hart

REFERRED TO JHV/cw
Cole Reed
Eriksen Sampl
Heger Watson
Return Forward
Discuss File
BY FINAL DESIGN ENGINEER
Copy and

DESIGN SECTION

NOTED
L. K. WATSON

Phone (503) 673-4457

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

February 21, 1973

Mr. Glen Clark
State Highway Department
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Mr. Clark:

The City of Roseburg requests your consideration of including the following in the forthcoming Garden Valley-Fairgrounds Project I-5:

1) We would request that between 15,000 and 20,000 cubic yards of rock that will be removed from the cut on Mt. Nebo be placed between the railroad and the South Umpqua River, east of I-5 on City property. The purpose to provide a more suitable location for our proposed bike trail system.

2) When the Interstate 5 Bridge, over the South Umpqua River, is widened we would like to request that a suspended bicyle path go under the bridge. This would ideally connect our trails system to an unserved portion of the City, and most important, connect it to our local high school. This would allow youths from the northeast portion of the City, that are currently being bussed, to walk to school. The high school is a much used recreation facility, and the bridged path would give greater access to the school for many more citizens. (See attached map marked "B".)

Your consideration of these projects will be appreciated.

Sincerely,

Stanley E. Stafford, Director
Parks and Recreation

SES:dw
Enclosures

ROSEBURG REGION
RECEIVED
FEB 2 1 1973

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 26, 1973

To: Mr. H. S. Coulter
Asst. State Highway Engineer
S A L E M

SUBJECT: Garden Valley Inter.-
Fairgrounds Inter.
Pacific Highway
Douglas County

Attached are three quadrangle sheets showing the available disposal areas for excess material on the above project. We feel obligated to supply requested material to Douglas County at the fairgrounds and to Mercy Hospital.

Property we would like to acquire and improve is labeled "Roseburg Memorial Gardens" on sheets 1 and 2. The Loosley site is attractive for the remainder of the material because of the favorable haul.

If you need further information, please let me know.

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc A. W. Bates

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

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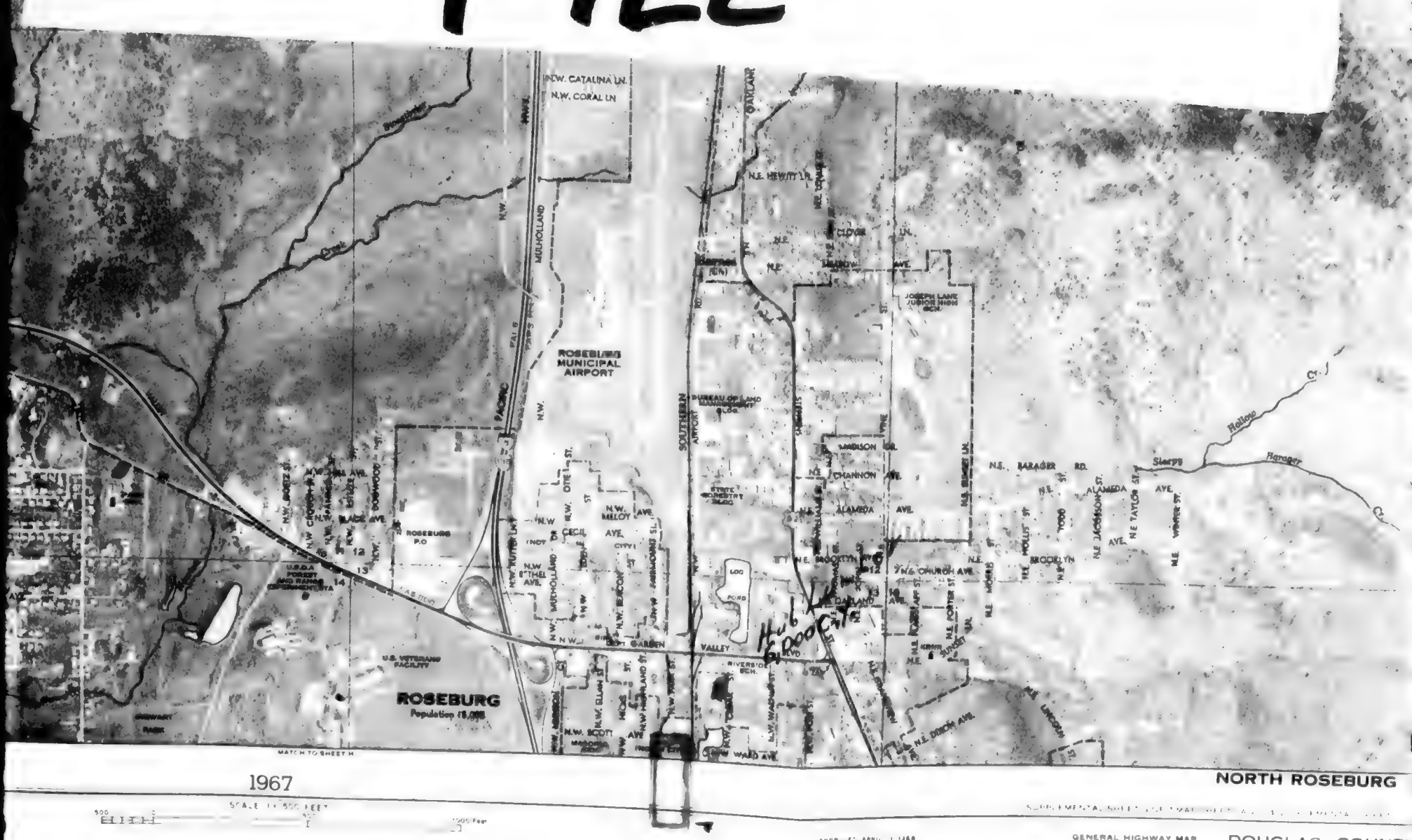

1967

NORTH ROSEBURG

SCALE 1" = 500 FEET

APPROVED APRIL 1968

GENERAL HIGHWAY MAP DOUGLAS COUNTY

Hwy 99 Mile 0.0
Carlos

Sheet

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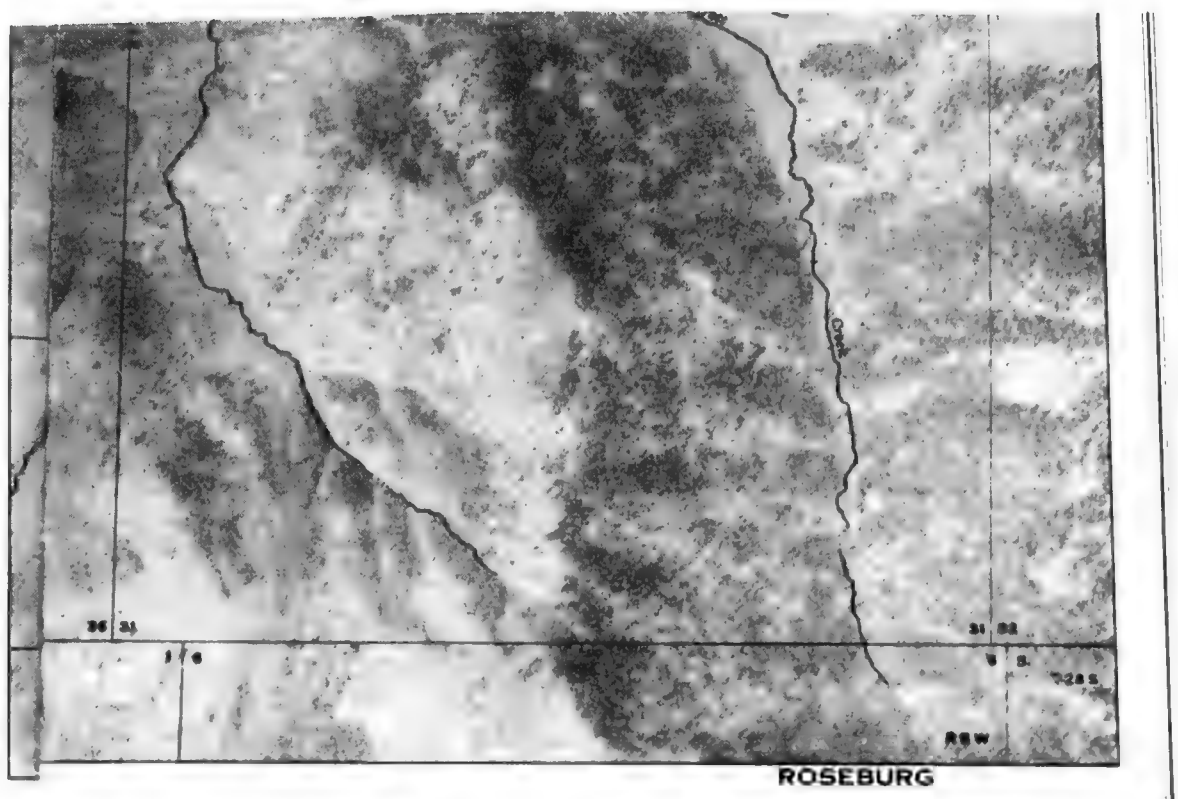

sheet 2

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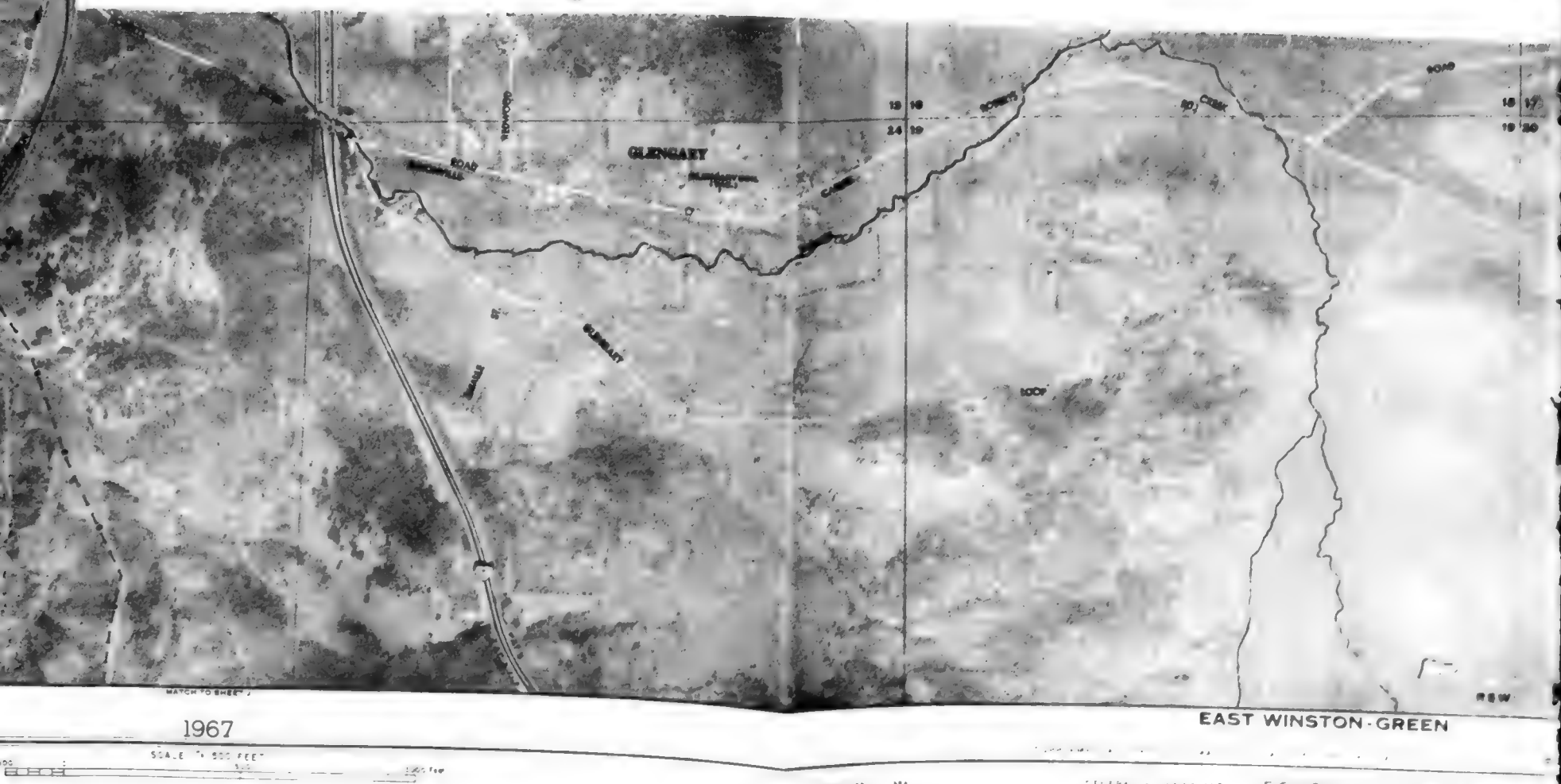


1967

Sheet 3

Salem, Oregon

February 23, 1973

J. H. Versteeg, Region III Engineer

A. D. Olson, Preliminary Design Engineer

Fairgrounds Road Interchange
Garden Valley-Fairgrounds Section
Pacific Highway (I-5)
Douglas County

Enclosed are two copies of a mosaic, tenative plan, traffic data, and accident statistics covering the Fairgrounds Road Interchange for your review and exploration with local jurisdications. I believe that you discussed this at length with Frank Hall.

If you have any questions, please call me.

ADO:jn
Enclosures

Conf. Jan. 28, 1973

RWATS: Fairgrounds Use, 1972 Calendar Year. Douglas County

1. 1972 Fair days = Tues through Sat. (5 days)

   Total Attendance = 76,182
   Kids Day (Wed. afternoon = 21,676
   Peak Time = Sat. evening = 17,691

2. Buses made pick ups every hour during day at 8 locations. Every 1/2 hr in evenings. Use not known: No charge on fair. Will repeat in 1973

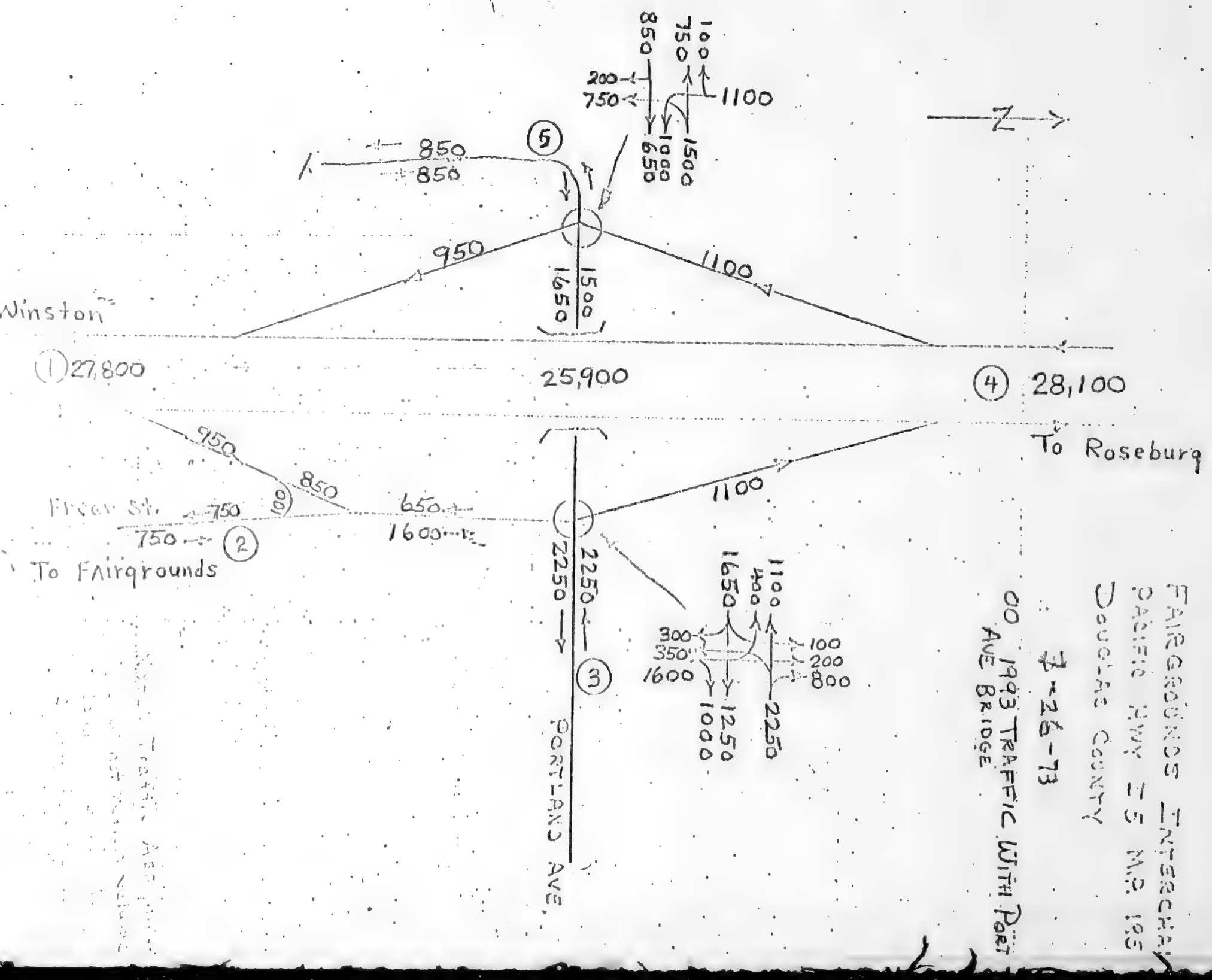
3. No more parking space can be developed. Parking stalls not known. People turned away in cars on Sat evening & they returned on buses.

4. Fairgrounds are used throughout the year. Besides the fairweek (shown above) attendance was as follows for remainder of year.

Total visitors	157,922
Break-down:	
meetings	26,855
dances - education	14,222
shows	14,750
recreation (dances etc)	44,205
horse activity	29,905
museum	27,966

5. All horse stalls are rented. The horse arena is rented every night.

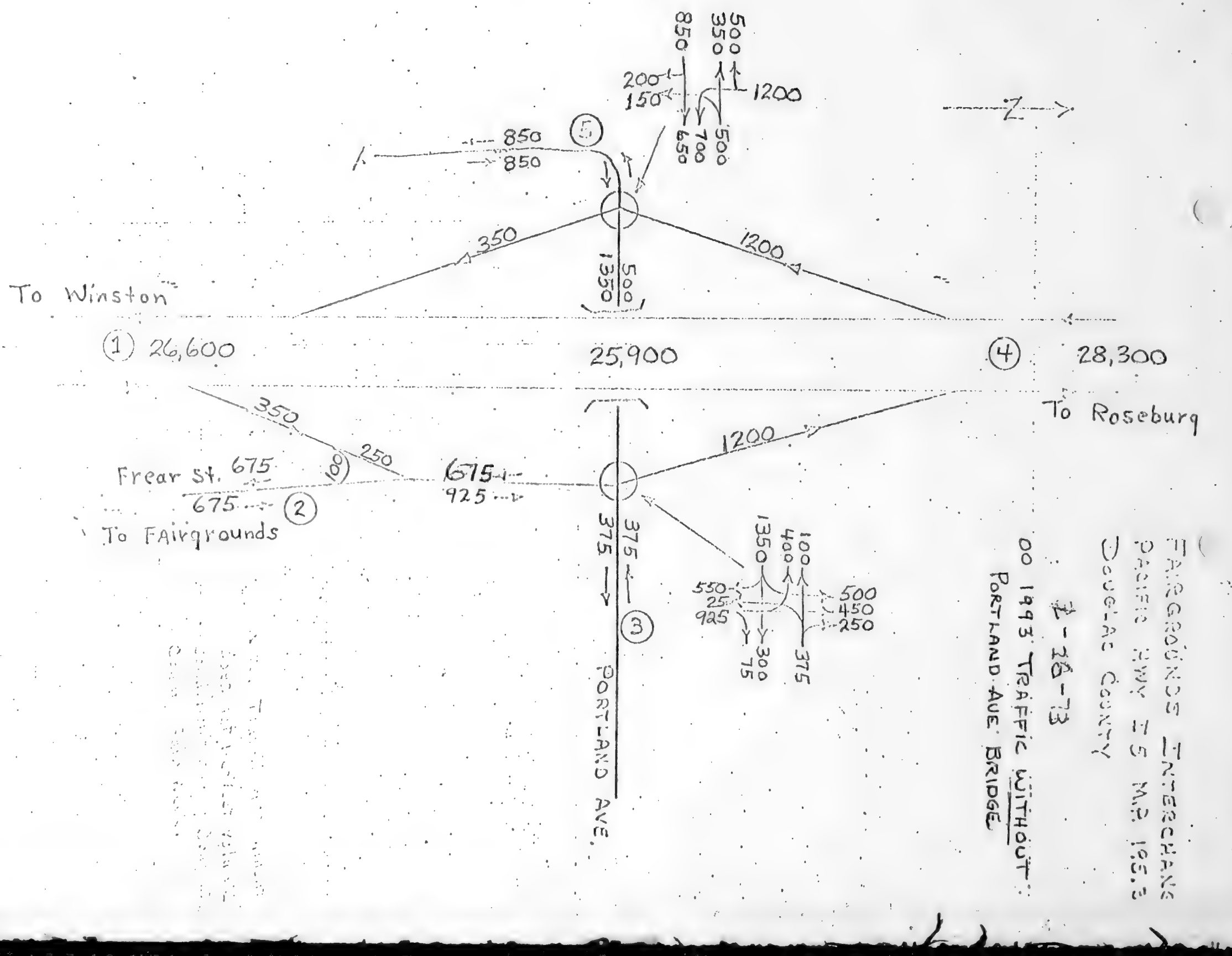
6. There is an average of 3 events scheduled at fairgrounds each day on an annual basis.


850
750
100
200
750
1100
1000
650
1500
850
850
5
950
1650
1500
1100
To Winston
1 27,800
25,900
4 28,100
To Roseburg
950
850
Fryar St.
750
750
650
1600
2
To Fairgrounds
2250
2250
3
PORTLAND AVE.
1650
1100
400
300
350
1600
1250
1000
2250
100
200
800
FAIRGROUNDS INTERCHANGE
PACIFIC HWY. I-5 MP. 195
DOUGLAS COUNTY
7-26-73
00 1993 TRAFFIC WITH PORT
AVE BRIDGE

FAIRGROUNDS INTERCHANGE
PACIFIC HWY #5 MP 195.3
DOUGLAS COUNTY

Z-25-73

00 1993 TRAFFIC WITHOUT
PORTLAND AVE. BRIDGE



OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of South Roseburg County Douglas
Intersection of Fairgrounds and Interchange
Highway Number 1 (I-5) MP 122.82 to MP 123.14
Period Covered 1-1-69 11-30-72
Compiled by JC Drawn by _____ Date 1-24-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	8 Mos. 1969				1970				1971				11 Mos. 1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head – on																				
Rear – end											3	3							3	3
Sideswipe															1	1			1	1
Turning Movement																				
Parking																				
Non-collision						1		1			1	1						1	1	2
Fixed Object										2		2			2	2		2	2	4
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0		1		1		2	4	6			3	3		3	7	10

Form E-261-6-70

MP. 123.14

Douglas Co.
Fairgrounds Int.

3-72-8

1-70-9P

2-71-9P

2-71-7A

MP. 123.01

7-71-11P

Portland Ave.

8-72-9A

2-71-12N

8-71-9A

8-72-6P

Medford Ave.

Corvallis Ave.

I5 Frontage Rd.

Hwy 1 - I5

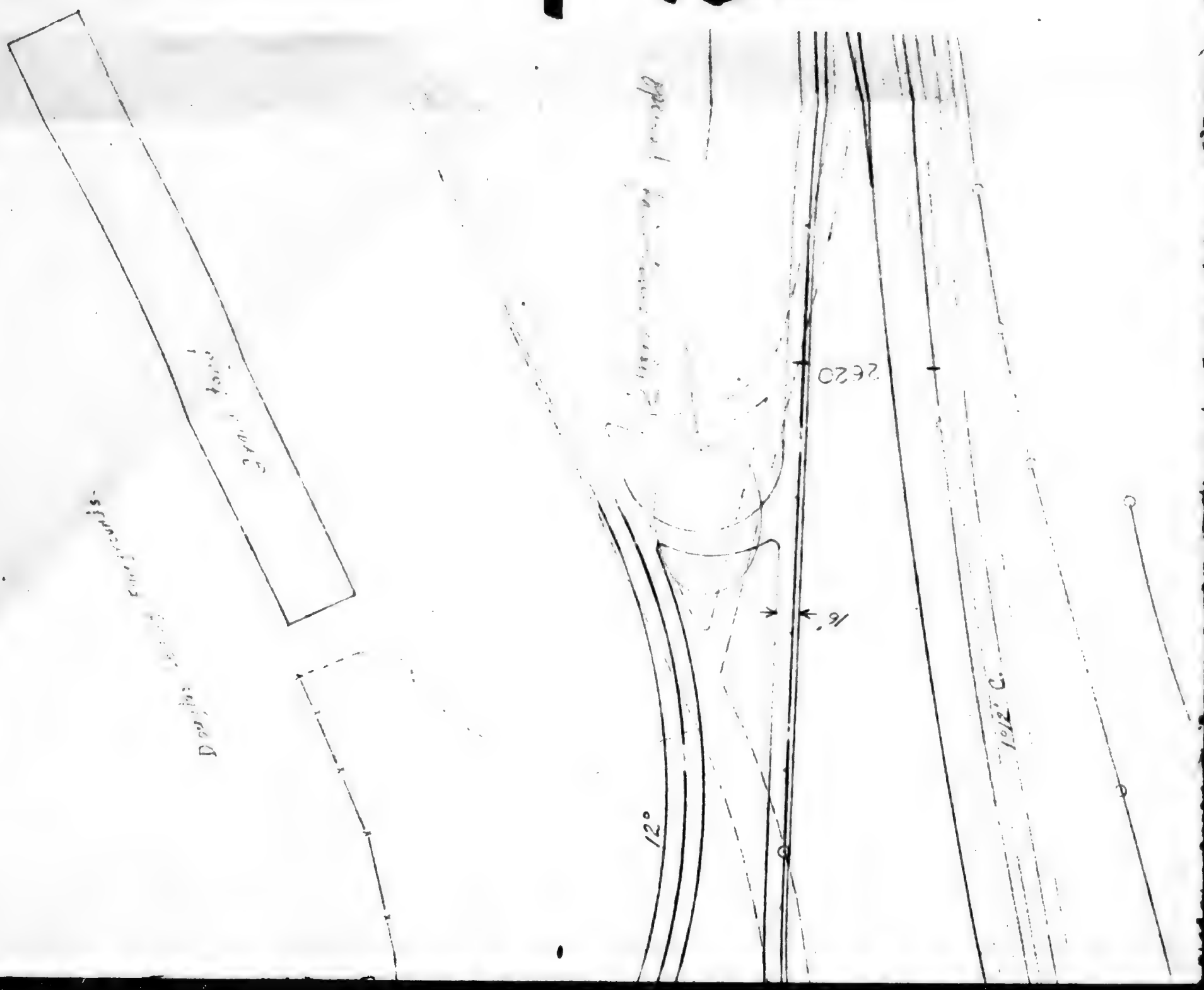
3-71-3P

Frear St.

NOT FILMED

ORIGINAL IN

FILE



ROSEBURG DISPOSAL CO.

835 S. E. SHERIDAN STREET » 673-7122
POST OFFICE BOX 1342
ROSEBURG, OREGON 97470

NOTED
A. E. JOHNSON

February 14, 1973

J.H. Versteeg, Region Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Gentlemen:

This Company owns the property described in the deed recorded in Volume 319 at Page 264, Deed Record of Douglas County, Oregon, a copy of the description is enclosed.

This property is a solid waste disposal site. The property is available for disposal of excess excavation material from the I-5 Mt. Nebo State Highway Project. The property is about one mile south, just off I-5 from the job site.

This proposal is subject to working out terms satisfactory to this Company and the environmental control agencies. The property is now zoned heavy industrial.

Very truly yours,

Doug John

Doug John
Secretary

DJ/mp F.B. Klaboe, State Hwy. Engineer
cc: Oregon State Highway Department
Salem, Oregon

F. B. K.

RECEIVED
STATE HWY ENGR
FEB 15 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

U I M P Q D A

U

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SOUTH UMPQUA RIVER

THE

OAKS

27 26
34 35

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contract

Arrangement of Records: Construction Contract Number

Index:

INDEXING: Begins with 7977 Ends with: 7991

FLASH CARDS:

Remarks: continued on Reel # 170

Reel No. 169 Reduction Ration 21X Project No.

Camera: Name Bell & Howell Model File Master Film ANSI 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 20 day of February 19 85 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Darlene Scarborough

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Cont. Contract

Arrangement of Records: Construction contract

Index:

INDEXING: Begins with 7991 cont. on Reel #171 Ends with: 8003 continued on Reel #171

FLASH CARDS:

Remarks:

Reel No. 170 Reduction Ration 21 X Project No.

Camera: Name Bell & Howell Model File Master Film AHU 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 21 day of FEBUARY 19 85 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

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Signature Darlene Scarborough

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Cont. Contract

Arrangement of Records: Construction contract

Index:

INDEXING: Begins with 7991 Ends with: 8003

FLASH CARDS: cont. on Reel #171 continued on Reel #171

Remarks:

Reel No. 170 Reduction Ration 21X Project No.

Camera: Name Bell & Howell Model File Master Film AHU 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 21 day of February 19 85 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

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Signature Darlene Scarborough